

# The Times

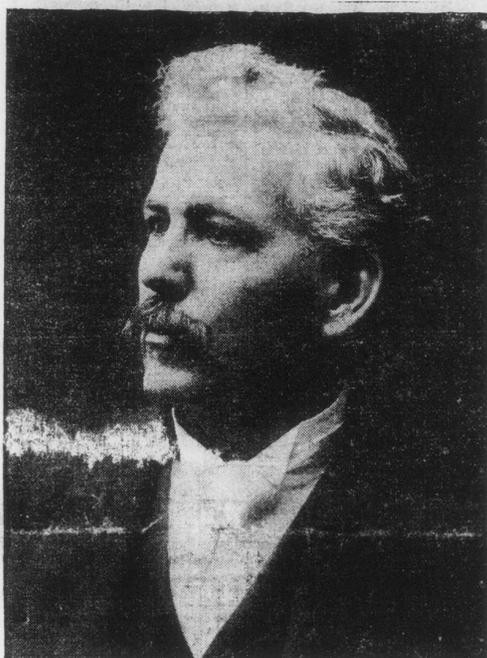
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## HON. W. TEMPLEMAN SWORN IN TUESDAY

### Takes Portfolio as Minister of Inland Revenue—Hon. L. P. Brodeur Succeeds the Late Hon. R. Prefontaine.



HON. W. TEMPLEMAN.

(From Tuesday's Daily.)

Ottawa, Feb. 6.—The cabinet changes took place this forenoon and the new ministers afterwards took their seats on the tariff commission.

Hon. L. P. Brodeur, Minister of Inland Revenue, was sworn in Minister of Marine and Fisheries in place of the late Hon. Raymond Prefontaine; and Hon. William Templeman was sworn in

Minister of Inland Revenue in the place of Hon. Mr. Brodeur.

The swearing in ceremony took place in the Governor-General's office at 10 o'clock this forenoon, there being present besides Lord Grey, Sir Wilfrid Laurier and Hon. C. Fitzpatrick.

It is likely that Hon. Mr. Templeman will throw up his senatorship and run for the city of Victoria, G. Riley, M.P., taking his place in the senate.

## RUNAWAY TRAIN CAUSED WRECK

### FOUR MEN KNOWN TO HAVE PERISHED

### Rescuers Were Unable to Release Express Messenger Who Was Burned to Death in Debris.

Helena, Mont., Feb. 6.—A disastrous railroad wreck occurred last night shortly before midnight two and a half miles west of Helena. A runaway Northern Pacific freight train crashed into a passenger train on the same line, wrecked it completely, set fire to it and up to 3 o'clock this morning four persons whose identity is assured are known to be dead, with a probability that two more, whose names it is impossible to learn, may have been burned in the wreck.

The known dead are: J. N. Robinson, Missoula; Charles Brickley, conductor of passenger train; Y. J. A. Jessup, express messenger; and Foster Senegal, a merchant of Ellison.

Brakeman Edward Brown was seriously injured, but not fatally.

None of the passengers who escaped with their lives was seriously injured. The passenger train passed through Austin, about eight miles west of Helena, on time. Following it was a long freight train made up of box and flat cars loaded with lumber and shingles. At Austin the engine was uncoupled from the freight to take water, and the train was left standing on the track. There is a steep grade east of Austin, and by some means the freight train got started down the hill.

The passenger train was standing at the Montana Central crossing when the engineer heard a sound behind him that warned him of danger. He started his train, but had gone only a few feet when the runaway crashed into the rear car.

There were but two cars in the passenger train, and these were smashed and thrown into the ditch. The engine did not leave the track, and Engineer Petty managed to keep ahead of the flying freight, which went about 500 feet after the collision before it, too, went off the track.

In a few minutes fire started, and for hours the cars and the lumber burned fiercely. The crash of the collision was heard by persons living in the vicinity, who immediately started for the wreck. They found the combination car on fire and pinned under a mass of wreckage was Messenger Jessup. He was conscious, and heroic efforts were made to release him from his situation, but the flames finally compelled the rescuers to withdraw. Jessup was still conscious, and struggled to release himself as the fire took hold of his limbs, but the effort was fruitless, and after a few screams of agony he became unconscious. Exposed to full view with blazing shingles all about him and his bed a mass of red hot coals, was the body of an unknown man. It was slowly consumed until all that was left was a charred and outstretched two stumps that a few hours before had been arms.

## HARRIMAN RAILWAYS.

Plans for Consolidation Reported to Be Complete—Merger Will Include Southern Pacific.

Chicago, Ill., Feb. 6.—The Tribune today says: "Plans for a consolidation of affected and a public announcement is expected soon. Nominally the proposed merger includes only the Illinois Central and Union Pacific, but the Southern Pacific, now operated practically as part of

the Union Pacific system, will really form part of the combined lines. Instead of the Union Pacific Company taking control of the Illinois Central as has been reported, it is the Illinois Central which is to get control of the Union Pacific. This will be done through the purchase of the Union Pacific by means of an issue of collateral trust bonds.

"It was asserted positively yesterday that the plan which E. H. Harriman and the Illinois Central have been working on contemplates offering Union Pacific shareholders either \$175 or \$200 a share for Union Pacific stock in four per cent. guaranteed bonds, with the purchased stock of the Union Pacific as collateral security. The financial operation will be similar to that of the purchase of the Burlington by the Great Northern and Northern Pacific through a collateral trust bond issue. The deal will be handled through the Railroad Securities Company, which was organized in 1896 by E. H. Harriman and Illinois Central interests to purchase Illinois Central stock."

## J. TREVARROW DEAD.

Former Superintendent of the Le Roi Passed Away at Los Angeles.

Roseland, Feb. 5.—A telegram from Los Angeles announces the death there of Jas. Trevarrow, late superintendent of the Le Roi. Mr. Trevarrow left here on January 11th for Los Angeles in the hope that the mild climate there would cure him of his pulmonary complaint with which he had been afflicted for three years. Deceased came here from the Drum Lummon mine, Marysville, Montana, in 1887 and was employed in the Le Roi mine until 1901, when he took the place of superintendent of the Snowshoe mine at Phoenix. In 1904 he returned to Roseland and took the place of mine superintendent of the Le Roi, which place he has held up to the one he left here for Los Angeles. He was 44 years old and a native of Cornwall, Eng. He leaves a wife and six children, the oldest of whom is about thirteen.

## SAYS LAW HAS BEEN VIOLATED

### SECRET SERVICE CHIEF MAKES SERIOUS CHARGE

## Captain of Every Steamer Wrecked on Pacific Coast in Three Years Was Fraudulently Naturalized.

Chicago, Ill., Feb. 6.—John E. Wilkie, chief of the United States secret service, said last night that the captain of every steamer which had been wrecked on the Pacific coast in the last three years, had been found to have been fraudulently naturalized.

The secret service bureau is working on fraudulent naturalization, principally in San Francisco and Philadelphia, and to some extent in New York.

"Under the law no man can become captain of an American ship unless he is an American citizen," said Chief Wilkie. "We found in San Francisco a number of Scandinavians who were captains, but not Americans. In Philadelphia the trouble was among the Italians. In New York we prosecuted one court clerk who had falsified the fraudulent part of the business. A recommendation has been made to congress that the right to naturalize a man be given to a federal court exclusively, and I believe congress at the next session will establish a department of naturalization and take the power from the state authorities."

## BRIEF TELEGRAMS.

Emperor William's gift to Miss Alice Roosevelt on the occasion of her wedding will be a beautiful artificial ivory wrought bracelet.

It is reported that a military convention has been concluded between Italy and Montenegro for the purpose of becalming Austria's predominance in the Balkans, but neither confirmation nor denial of it can be obtained in official circles at Vienna.

Archbishop Keane, of Dubuque, in a sermon in St. Patrick's church, Clinton, Ia., on Sunday, said that "The man who slights his work and gives his employer less than he agrees to give, is a thief, and any labor union that upholds him in this slighting of work is a school of thievery."

## BILLIARD CHAMPIONSHIP.

Willie Hoppe and George Stossion Will Play in New York Next Month.

New York, Feb. 6.—Willie Hoppe and George Stossion yesterday settled the details for their championship billiard match. They will play a 500-point game for \$500 a side and the championship emblem, which Hoppe won from Vignaux in Paris. The match will be at eighteen-inch ball line, one shot in, and will be played on March 25th in the Madison Square Garden concert hall. This will be the first championship match played in this country since 1891, when Schaefer won the title.

Playing cards were invented in 1381. No human head was stamped on coins until after the death of Alexander the Great. Previous to that time the images used were deities.

## SIXTEEN PERSONS LOST THEIR LIVES

### TWELVE PERISHED IN BURNING OF HOUSES

### Number of Children Among Victims— Railway Collision in Oregon— Four Men Killed.

Baltimore, Feb. 6.—An isolated small frame house, near the village of Curtis Bay, in Arundel county, early today was consumed by a fire in which were baked to death nine colored people.

The only inmate who escaped with her life was Ella Webster, who managed to get to a window and jumped from the second story to the ground. For a few minutes after striking the ground she was unconscious, and on recovering made her way to neighboring houses and gave the alarm. When the neighbors arrived the house was a pile of blazing and smoking debris and nothing but the charred bodies of the victims was left.

According to the statement of the survivor, the fire was caused by one of the younger children, who got up to start the fire in the chimney place and accidentally scattered coals on the floor.

Three Children Perished.

Helena, Mont., Feb. 6.—Three young children of J. E. Piper, all girls, aged one, three and five years, were burned to death in their home six miles south of Big Timber yesterday, according to a special to the Record.

It appears their father and mother were both absent, leaving the little ones alone in the house. The children, it was supposed that the children were playing with matches.

## Railway Wreck.

Portland, Ore., Feb. 6.—One of the most serious disasters that has occurred on the O. R. & N. railway, took place this morning. In the town of Grigville, Oregon, when the Pacific express from Chicago crashed into the rear of the Spokane-Portland special. Four persons were killed as follows: Edward L. Smeton, an employee of the American Foundry Association of the Italians; John J. Cal, an Englishman, who was just returning from a business trip to Idaho; A. E. Edwards, a checkman in the employ of the Oregon Transfer Company, who was a cripple, having lost a leg in a wreck several years ago; a man named Henry, whose antecedents are unknown, and an unknown man.

The more seriously injured are Mrs. W. Riley, of Walla Walla; James K. Russell, Eastport, Cal.; Engineer Swayze, No. 5, and several others were more or less shaken up and bruised.

The engine of the Spokane-Portland special had met with an accident, and was standing on the main track, when the Pacific express, behind time and making up speed, came into sight. An effort was made to stop her, but the bursting of a steam pipe at a critical moment drove the engine and the Spokane train almost demolishing it.

As soon as news of the wreck reached this city a special train was sent from Hood River, and the bodies of the deceased were taken to the hospital. The injured were brought here, and are being cared for at St. Vincent's hospital.

## THE TARIFF COMMISSION.

Representatives of Canadian Manufacturers' Association Presents Its Case.

Ottawa, Feb. 6.—The tariff commissioners met the railway committee of the House of Commons today. There were present Hon. Messrs. Fielding, Paterson, Broderick, Templeman and Sir Richard Cartwright.

Edwin D. Metcalfe, representing the International Harvester Company of Hamilton, said that the Canadian factory was independent of the United States works, although affiliated with them. The tax on agricultural implements was a direct burden on farmers and he was therefore opposed to any increase in protection on agricultural implements. Any changes in the iron and steel schedules should be in the way of bounties. He favored uniform duties on all classes of agricultural implements. Articles entering into the manufacture and not made in Canada should be admitted free or at not more than 5 per cent. He said that there was no necessity for a duty on binder twine.

Robert Hobson, Hamilton Iron and Steel Company, asked a duty of \$5 a ton on pig iron, \$4 on steel billets and \$2.50 on steel ingots.

G. W. Booth, Toronto, opposed the German tariff as being against the interests of consumers.

A. O. Horst, representing Charles Goodall & Sons, London, England, wanted a duty of four cents a pack on English playing cards and eight cents on American cards.

John G. Hayden, cocoa matting manufacturer, asks for a level rate on carpets of 35 per cent.

James Livingstone, in connection with the lined oil industry, asked an increased protection and a specific duty of one and a half cents per pound on crude oil and one and three-quarters on boiled or bleached oil. The Canadian industry was hit hard by the preference.

The Canadian Manufacturers' Association presented its case. Its representatives said industries were suffering from the unequal competition of foreign manufacturers. Others were depressed because of the competition from Britain, and a revision of the tariff was necessary. Competition from the States should be shut out. Every dollar sent to the States built up Canada's competitors. A policy was wanted which would invite the investment of capital and offer good wages to workingmen. Canada wanted to be defended from foreign competition.

As for the farmer, Cobden said his interest was that of the whole community. This was true to-day. During the last few years over one hundred branches of the United States manufacturers had been established in Canada. He hoped Britain would do something to supply the Canadian trade. He wanted to manufacture all possible in Canada and import the surplus from Britain. He favored a substantial preference which would not prevent the development of Canadian resources.

## ANXIETY SHOWN BY THE GOVERNMENT

### Conservative Members of Kaien Island Committee Insist Upon E. V. Bodwell Being Called Before J. Anderson.

(From Tuesday's Daily.)

The inquiry into the Kaien Island land grant opened this morning in the ministers' room, parliament buildings. The committee was presided over by J. F. Garden, chairman of the select committee of the House appointed on the motion of J. A. Macdonald, Dr. Young, secretary of the committee; J. A. Macdonald, C. Munro and W. Ross, the other members of the committee, were present. Mrs. Blyth is acting stenographer of the proceedings.

The action of the Premier and the Conservative members of the committee made it perfectly evident that the government is not too anxious to have the fullest investigation. The Premier requested an adjournment in order that he could attend the sittings. W. R. Ross supplied the additional reasons for the desired adjournment by venturing the suggestion that J. Anderson should be the first witness of importance should stand aside in order to allow of E. V. Bodwell being heard. It was quite evident, therefore, that Mr. Anderson is not desired by the government to state what he knows of the transaction until Mr. Bodwell has outlined the general trend of it. The government's attempt to block the investigation until Mr. Bodwell is ready to give his evidence was very apparent, the true motives being revealed by the member for Fernie.

J. A. Macdonald wished to hear Mr. Anderson's version of the transaction, but the government members would have nothing of it, and by their votes declared themselves opposed to any other programme than that outlined.

When the proceedings opened this morning E. B. McKay, of the lands and works department, was the first witness called. He showed a map of the Kaien Island, and surrounding country, which appeared to be an accurate map.

In answer to Mr. Macdonald he said that he could produce the official maps of the Kaien Island grants made by G. T. R. The first official information he had of the Kaien land grant was when the crown grants were ordered to be prepared. He had knowledge of it by newspaper report before that. He could not remember any one making search in the office in connection with

## MYSTERIOUS CASE.

### Daughter of an English Lord Alleged to Have Been Kidnapped and Placed in Asylum.

New York, Feb. 6.—The Tribune this morning says: "The daughter of an English lord was kidnapped off the coast of Yokohama in November last and brought to this city on board a yacht, being taken from the yacht at quarantine a raving maniac and transferred to an insane asylum."

"These facts became known yesterday when it was learned that a warrant was in the hands of Central office men supposedly for the arrest of the man who held responsible for the kidnapping. Not a word was given out at police headquarters concerning the case, although Police Inspector McLaughlin is quoted as having asserted that he was only writing for a check to a man who was waiting before giving all the facts."

"From a trustworthy source it was learned that an English lord while travelling in France in 1878, met a woman who afterwards became the mother of a child. This child, a girl, was taken to England by the lord in question and kept away from his family. He finally consented that a friend, the captain of a merchantman plying between London and Yokohama, should adopt the girl. The girl was brought up at Yokohama. On sea trips with her adopted father she is said to have met the lord, who lived on his estate. Soon the girl came to be spoken of as an heir to some of the lord's property and this fact led to the kidnapping."

"The report is that she was taken from a boat on which she was a passenger to a yacht. Several days later the yacht, it is said, was in New York harbor, but the woman was missing. The London and Yokohama police were corresponded with and then the New York police were asked to hunt for the missing woman."

"The search of the Central police resulted in finding her in an insane asylum. When the yacht came into port the authorities found the woman virtually insane. Several days later she had been kept for weeks. The quarantine authorities discovered that she was mentally unbalanced and it was reported that she had become a raving maniac. Central officers visited the Jefferson Market court on several successive days last week expecting to find a visit from a man who was reported to be a guest at the Waldorf. For some reason this man, who was expected to make a complaint upon which a warrant could be asked, did not appear in court. A warrant was issued yesterday by an unknown magistrate, and armed with this the Central officers went to Westchester county and called on other places. It is said, at a well known country club there, seeking to serve the warrant."

"Dr. Doty, head of the medical staff at quarantine, said last night that he could not recall the finding of any such woman on a yacht. No such patient could pass quarantine without the officials there knowing it, for a registry is kept, he said, on which an entry was made of the arrival and departure of all patients."

## OPPOSED BY GERMANY.

### Will Not Consent to French and Spanish Control of Moroccan Police.

Berlin, Feb. 5.—Germany's attitude towards the proposition to place the control of the Moroccan police in the hands of France and Spain is one of firm opposition, since the arrangement would, according to the German view, amount practically to giving France an authority over the police, which Germany hitherto has steadily resisted.

The foreign office says that the delegates to the conference at Algiers will devote the next few days, while the conference is not sitting, to an informal exchange of views on the subject of the management of the police in an attempt to shape some acceptable plan for adjusting this vexed question.

Of the Suez canal only sixty-six miles of the ninety-nine had to be cut through land.

## DOMINION DISPATCHES.

### Many Farmers Coming to West—Laborer Killed by Collapse of a Derrick.

Winnipeg, Feb. 5.—An Owen Sound (Ont.) land syndicate have disposed of a large section of Saskatchewan and Alberta lands to New York and Ohio farmers, who will locate on it this spring. There are about 15,000 settlers assured for the West through this source alone.

Seeding in Progress.

Calgary, Feb. 5.—Seeding commenced today at several points in Southern Alberta, principally in the vicinity of Raymond.

Instantly Killed.

Keewatin, Ont., Feb. 5.—John Laute, employed as a laborer on the construction of the Keewatin flour mills here, was instantly killed this afternoon by the collapse of a derrick following the breaking of a goose neck. He leaves a wife and five little children.

New Record.

Wiaraton, Ont., Feb. 5.—The steamer Hodgson made a new record for navigation in Georgian Bay by taking a load of freight on Friday to Lion's Head, 23 miles north, returning on Sunday. This is the first time the bay was ever navigated in February.

Brooded Over Trouble.

Kingston, Feb. 5.—Nothing definite can be learned at the Bank of Montreal as to the cause of the suicide of Mr. Mackenzie. He had been in Montreal during the week, returning Friday. From his friends it was learned that whatever troubles existed in the bank were as to the management, and that everything would have come out satisfactorily in the end. It is understood that the deceased manager had some contrary to instructions in some matters, but nothing happened that would lead to arrest. Mackenzie took his trouble greatly to heart and brooded over it till his mind became affected.

Action Settled.

Toronto, Feb. 5.—The Toronto Railway Company has settled with the relatives of C. O. Lockwood, who was killed at the corner of Queen and Canal streets some months ago by a runaway car, Mrs. Lockwood receiving \$5,000 and costs of the action. The motorman of the car was tried at the assizes on a charge of being criminally responsible, but was acquitted, the jury holding that he was not to blame, but that the accident was due to the faulty condition of the car and rails.

Two Fires.

Montreal, Feb. 5.—Damages to the extent of \$10,000 were caused by a blaze which destroyed a large storehouse con-

## INQUIRY AT SEATTLE.

### Into the Loss of the Valencia—Allison's Statements.

Seattle, Feb. 6.—Cornelius Allison, a survivor of the Valencia, was the first witness called at the reinvestigation of the wreck yesterday. Inspectors Whitney and Turner assumed their familiar attitude, either from force of habit or a determination to shield sailors of the Valencia from blame, and so save the Pacific Coast Steamship Company thousands of dollars. With the complaint which Allison had filed against the steamship company asking \$5,000 damages in his hand, Inspector Whitney went through the complaint, taking up every point in the complaint where an attack was made against officers and crew of the Valencia. Inspector Whitney was attempted to convince Allison he was wrong. Allison attacked members of the crew for not being at their stations, and another discussion took place. Despite the fact that the inspectors tried their best to break down Allison's testimony, but he stuck to his statements.

The investigation will be resumed again on Thursday.

## DESTROYED BY BOMB.

### House Demolished and Many Persons Are Believed to Have Been Killed.

Berlin, Feb. 5.—The Anzeiger today printed a dispatch from Kattowitz, Prussian Silesia, stating that a private house at Salice, across the Russian frontier, has been destroyed by the explosion of a bomb.

The bodies of twelve persons caught in the ruins have been found, and it is believed that many others were killed.

## REQUEST FOG SIGNAL.

Nanaimo, Feb. 6.—The city council last night decided to ask the government to place a fog signal at Protection Point for the safety and convenience of mariners.

STORY OF LAST MOMENTS OF WRECK

WHAT LOGAN'S PARTY SAW FROM THE CLIFF

Broken Line From the Valencia Lying Across the Trail—How the Survivors Died.

(Special Correspondence of the Times.)

On Board Tug Lorne, Feb. 5.—Your correspondent considered it advisable to consult with all parties present on the beach near the scene of the wreck and give a truthful account from those who took part in the last minutes, before the wreck broke up and the men and women floated out on the wreckage where they had been imprisoned for thirty-six hours. The first news the outer world received was when Bunker spoke Cape Beale over the telephone from a hut at Darling river. Cape Beale called up Bamfield, and in a few minutes after Bunker called, the boatman and five men arrived at the lighthouse. Cape Beale called Clo-oose over the telephone and at 4 o'clock Logan, Joe Martin and P. Daykin started out with one coil of rope and some provisions.

They reached Klana river at night and found it a raging torrent. The river was so high that an Indian would not cross, and the party was compelled to remain at Klana river the whole night. Next morning Joe Martin and Daykin found a broken canoe on their side of the stream and the three crossed.

They reached the scene of the wreck about 10 a.m. Wednesday and would have passed on but for a small rope which was across the trail, about one hundred yards from the edge of the cliff. Attempts to cut the rope were made but failed. The trail is about four hundred yards from the steamship, and when the men pulled on the cord, which was no thicker than a lead pencil, they found that it was broken only about a fathom remaining on the land side.

They then went to the edge of the cliff and noticed about one hundred persons on the house of the doomed ship and clinging to the masts.

The People Cheered when they spied Logan and his party; but their hopes were dashed when they found that the would-be rescuers were powerless to save them. The wreck was two hundred yards from the foot of the bluff; the cliff was one hundred feet high, shivering from the top and is of sandstone, as smooth as glass. Logan and his party stayed round two hours, watching, without means to render any assistance.

About noon a large wave struck the bluff, came right back to the water and carried away every living being with the exception of two men who were clinging to the Mast.

Shortly after the two men went with the spar. The tide was running out and the wreckage with those clinging to it, went seaward. The party stated that no steamer was in sight from the top of the cliff at the time the wreck broke up. Logan and his men then started for the hut, and arrived there about 4 o'clock on Wednesday afternoon.

A party from the cable station at Bamfield had started out on hearing the news of the wreck, consisting of Messrs. McWha, Mousley and Richmond, reaching the cable station where they found nine survivors. It was impossible to cross a river called Darling, which the survivors had crossed during the night. The only means to cross had been washed away.

The operators from the cable station made an attempt which almost resulted in another tragedy. A wire was fastened round Mousley and the men lined behind him, each holding the wire and separated. Mousley went into the stream, with McWha twenty feet behind. The first man was swept off his feet and was dashed back to the side from which he started. He was pulled ashore by his companions.

Thursday afternoon the water on the Darling river had fallen, when Mousley, McWha, Richmond and one of the survivors, Campbell, succeeded in crossing higher up. Bunker had crossed Thursday morning by going to the outlet of the river and the beach and surf, again risking his life that had been in so much danger before in reaching shore from the wreck. The tide was running in and the darling man was washed off his feet and carried out in the breakers. Time and again he was washed ashore.

each time closer to his destination, and at last, in an exhausted state he reached the side nearest the wreck and crawled out. He joined Logan's party and walked along the beach towards the wreck, returning at noon. Bunker shouted out several messages to the operators and they were sent from the hut to the cable station.

On the afternoon the tide went out and the four men crossed over with difficulty. There are two huts in the locality, one at each side of the Darling river and about one and a half miles apart. The party arrived at a party from the Salvor, under the guidance of Lineman McKay, bringing provisions to those at the beach. On Friday the Salvor's party returned to Bamfield with the survivors, arriving at the station in the evening in an exhausted condition. The superintendent and his operators provided the men with everything necessary to make them comfortable.

Mousley, McWha, Logan, Daykin and Joe Martin returned to the beach and later Logan started for Klana. On his way he noticed one body, but was unable to reach it. The rest of the party started in the direction of Cape Beale and picked up four bodies, which were taken above high water. Another body was in the surf; it looked like the

body of a Japanese. It was never seen again. On Saturday morning the first boat landed from the revenue cutter Grant; but it was found impossible to take off any more of the bodies. The body of Bunker came ashore in this boat and remained with the searching party. It was decided that the best means of taking off the bodies would be with Indians in canoes. The tug Wyndia arrived with a dory and a landing was made by Lieut. Covel from the Grant. The sea was rising and much difficulty was experienced in getting the dory off. The Grant and Wyndia returned to Bamfield and the shore men made their food from the articles thrown on the beach, consisting of coconuts, canned peaches and sodden biscuits. On Sunday Logan returned with two Indians and commenced the work of salving a large number of barrels of liquor.

The remainder of the party started along the beach, finding and burying bodies. They interred two children and seven men, and marked the places where they had laid them temporarily. On Sunday evening McGraw and McKay arrived over the trail with provisions. McGraw had been to Cape Beale, where he discovered with the Indians the body of Fred Erickson. On Monday the body of Hoelscher was found, and later the party buried the bodies of two unidentified men. The cable party buried a woman on Monday, and on Tuesday morning Joe Martin and P. Daykin left for Clo-oose to procure supplies. Montague, McKay and McKay went with them to the scene of the wreck, burying the body of Sibley on the way. They had to creep out to the Edge of the bluff on their hands and knees to look down upon the stump of a mast and a piece of the wreck that is above water.

On Thursday the party from the cable station left Darling river for Bamfield, walking over a trail through the woods for fifteen miles.

FOUND NO BODIES. Search Parties at Wreck Accomplished Nothing Yesterday.

(From Tuesday's Daily.) There is little to report in connection with the work being done at the wreck of the Valencia for the recovery of bodies. A message from Capt. Smith to the agents, R. P. Rithet & Co., received last night, stated that nothing could be accomplished yesterday, and leaving for Victoria by the first steamer. Capt. Smith has had ten men under his charge at the scene of the wreck for eight days. He went down to the coast on the second trip of the Lorne, and since that time has done nothing. The Pacific Coast Steamship Company have still the Lorne and other steamers engaged in the work, and in addition there are the United States cutter Perry and Grant, but it is now thought that this fleet cannot render much more service in the way of recovering bodies. The last found were so badly decomposed that their removal was almost impossible.

There are at present 13 unidentified bodies in Victoria, undergoing examinations. The remains of four victims of the wreck were shipped to Seattle last evening. These included the body of H. N. Peter, which was identified by the absence of one finger and by other marks, and a second was that of a young man named Findlay, whose parents live in Seattle. Of the ten at the B. C. undertaking parlors several should be readily identified, especially the remains of two women, by the presence of peculiar dental work in their mouths.

Arrangements for the burial in Victoria of bodies not identified are being made. Descriptions of all have been carefully noted by the provincial police. Each body will be numbered so that if claimed at some subsequent time it can be easily obtained.

PROTESTANT ORPHAN'S HOME. Want of Fire Protection at the Institution—Outbreak of Mumps.

The monthly meeting of the ladies' committee of the Protestant Orphan's Home was held yesterday afternoon in the city hall, Mrs. McTavish, presiding. The others present were: Mesdames Van Tassel, McCulloch, Fell, Shakespeare, Huckell, Toller, Todd, Higgins, Gillespie, Milne, Munis, Andrews, Pickard, Sprague, Berridge and Miss Austin.

Mrs. Noah Shakespeare and Miss Austin were appointed visitors for the month. Bills totalling \$118.50 were approved and ordered paid. Mesdames Todd and Munis reported having visited the home during the past month, and reported with regret the prevalence of mumps among the children. They also recommended a system of fire protection be installed, and that the gentlemen's committee be requested to take this matter in hand.

The following donations were acknowledged with thanks: Mr. James Dunsmuir, 3 tons coal; E. G. Prior & Co., 1 large meat chopper; Mrs. Gordon, Otter Point, 3 sacks potatoes; Vancouver & Quadra lodge, A. F. & A. M., per J. W. Robinson, sandwiches, cold meats, cakes, jellies, rolls, apples and oranges; Mrs. Hood, clothing; A. Friend, dripping; The Yorkshire Society, sandwiches and cake; Mrs. A. M. Lemon, Beaver Point, per Mrs. Rae, 1 large quilt; I. O. O. F., per Mr. Goward, cake, sandwiches, apples and oranges; Mrs. Wm. Munis, clothing and making six night gowns; St. Barnabas' church, large basket of cake; Mrs. Astle, Burnside road, per Porter Sons, clothing; Mrs. Olsson, milk three times a week; Mr. Young, White House, box ribbons and jacket; Miss Pope, new coat for one of the girls; Mrs. Van Tassel, apples and ping pong; Mrs. Smith, Sunset, shoes and cloths; Mrs. Blacklock, books, papers and nuts; Mr. King, expressage; Times and Colonist, daily papers; Mrs. Kelso, jam and groceries; A. Friend, per Porter & Sons, clothing; White House, Henry Young & Co., hats; from the Craighflower Mission, per Mr. J. J. Wilson, \$12; Mr. and Mrs. J. B. Lovell, \$5.

The government hatchery at Harrison lake is reported to be doing very well, and it is estimated that this season about 30,000,000 young salmon will be liberated.

SECOND OFFICER'S EVIDENCE COMPLETED

AT INQUIRY INTO WRECK OF VALENCIA

Dented There Was any Drinking After Vessel Struck—J. Hancock on the Witness Stand.

(From Tuesday's Daily.)

At yesterday afternoon's session of the Valencia inquiry A. E. McPhillips, K. C., appeared on behalf of the provincial government. There was quite an argument as to his right to cross-examine witnesses. He was finally permitted to do so, although Captain Gaudin thought it a matter for regret that Mr. McPhillips had not been present from the beginning.

The examination of Second Officer Peterson continued at the opening of the afternoon session. He estimated that the distance from San Francisco to Cape Flattery was about 700 miles. It was about 7 o'clock on Monday night when the vessel was off Destruction Island. By the log the ship was 680 miles from Frisco at 10 o'clock on the night of the wreck. As the log overran about five or six per cent, he believed that the actual distance from Frisco at that hour was approximately 650 miles. In his experience very few logs showed the same figures. They were not accurate, some overrunning and others falling short a considerable extent.

It was his first trip on the Valencia. There were new men among the crew. As far as he knew no fire drill was held for the benefit of these men during the voyage. What was happening in other parts of the vessel during the time he was occupied with his boat he didn't know.

Answering J. Lawson, who appeared for the P. C. S. Co., witness said that fire drills were generally held on the trips from Victoria to Seattle and between Sound points. The small boats were examined at regular intervals to see that their fittings were complete. They had to be lifted a couple of feet from the deck in order to clear them. A. E. McPhillips, counsel for the provincial government, commenced putting a Number of Questions, but the chairman objected to covering ground that had already been gone over.

Mr. McPhillips protested strenuously. He stated that if he wasn't going to be permitted to cross-examine witnesses, he would serve no more service in the way of recovering bodies. The last found were so badly decomposed that their removal was almost impossible.

Life Rafts Had Been Prepared the previous day so that if the hull had broken they would have floated clear. Seeing how things were going the chief officer asked witness to form a party to take one of the rafts. Very few rafts were used. After leaving they tried to reach one of the ships. Finding that impossible they made for Cape Beale. They had drifted clear of that point and were washed ashore on Turret Island. Next morning they were taken to the steamer Shamrock and taken to Ne-quot. There they got in communication with Bamfield, were picked up the next day by the Salvor, again visited Turret Island and recovered three bodies. The crew had been in the main party, and ultimately reached Seattle via Bamfield.

Answering Capt. Gaudin, witness said that every man would know his station. After the crews had taken their places the boats had been lowered by means of pressure. The latter was launched without orders as far as he knew. In his opinion the passengers took the thing into their own hands, assisted by some of the crew, who were helping. He did not think there had been any panic. His inspection orders, and the crew obeyed them in a quiet, collected manner. There was some disturbance when the ship first struck. He believed this was caused by the heavy sea. The vessel righted herself, and order had been restored.

Witness referred to the wreck of the St. Paul, which had occurred some months ago, and of whose complement he was a member. He had been on duty during the night. Next morning a tug had come alongside towing a life boat. The crew of the latter was not in his opinion proficient. In fact this was so obvious that many of those on the wreck were rescued. He was not sure that he acknowledged, was hardly a parallel case to the Valencia disaster. Things were bad, but not to the same extent dangerous.

When he had seen the steamers in the offing he did not think it would be possible for any small craft to come alongside on Wednesday. At the time he left the vessel his opinion was that one more good sea and that she would break up. The water was very rough during the night. Next morning a tug had come alongside towing a life boat. The crew of the latter was not in his opinion proficient. In fact this was so obvious that many of those on the wreck were rescued. He was not sure that he acknowledged, was hardly a parallel case to the Valencia disaster. Things were bad, but not to the same extent dangerous.

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tions were pertinent. H. F. Bullen would be called and he would be the person to question on such points. "Then you take the responsibility of barring it," stated Mr. McPhillips. C. H. Lugin, representing the Dominion, said he wouldn't have the slightest hesitation, personally, in taking such a course. After asking a few more questions regarding the life saving station on the Pacific coast, Mr. McPhillips concluded his examination. Answering Mr. Lugin, witness said he would be provided with paddles instead of oars, and with a flag and stick, both of which would prove useful. To Mr. McPhillips witness said that there was no drinking aboard.

The bar had been washed away and liquor was not procurable. Up to the time he had left the ship the passengers and crew were practically in their normal condition. They had been well nourished. From the time of striking the enigma had been flown from the masthead. The distress signal "N. C." had also been shown. No. 4 it was had been displayed at an elevation of about sixteen feet. During an informal discussion Capt. Curtis, R. N. (retired), remarked that the passengers when asked to use the life saving station, evidently considered that it was "the last chance" to leave the ship.

In reply Capt. Gaudin remarked that the commission must keep their opinions to themselves. H. Hancock, the next witness, said that the information that soundings were being taken had made him somewhat nervous. He was in bed when the vessel struck. Immediately after the vessel struck he was informed that the vessel was all right, having been floated. Shortly afterwards he felt her strike lightly. The "All hands on deck," brought him aboard. He was not sure of the cause of the casualties in connection with the recent disaster as completely as the evidence available made practicable. J. A. Thompson, inspector of boilers, was first called. He said that the Valencia was last inspected by him on the 27th of April in Seattle. The boats, so far as he knew, had not been particularly carefully examined then. The American inspectors were at that time making a survey through inspection.

In the connection he submitted a communication from the minister of marine and fisheries. Answering Capt. Gaudin, witness said that at the date of the Valencia's inspection he was his practice to perform his duties the same as would have been done on a Canadian vessel. The United States official and he worked together examining the boilers internally and externally, and their struts by means of pressure of the Valencia was a single bottom ship. He knew this because he had gone beneath the engine. According to the Latest Instructions it wasn't necessary for him to duplicate the performance of the United States inspectors. The latter's tests were accepted and the certificate issued. The crew had been advised that such an American vessel was in the condition specified by the officials of the country under whose flag that ship operated.

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person ashore to take a line during the time he was on the stranded vessel. He thought a first-class life boat would have been able to approach the wreck; that is one equipped as are those of the ordinary coastwise Dominion stations are supplied. He didn't think that if the launching of the boats had been deferred any more lives would have been saved. As chief cook he had done everything in his power to supply the passengers with the necessities of life. There was food and water available. No person suffered from hunger or thirst. There had been no panic or intoxication. An inspection of the Valencia had taken place at San Francisco. Answering Mr. Lawson, witness said that he had been in the water with a life preserver, and that it had acted splendidly. He could swim but little. His belt was made of tulle and was most of those worn by the people aboard the raft. All those who jumped off the raft had floated. Men on the hurricane deck had lowered the boats. He saw one of the boats drop as if they had been long away. It had been full of passengers, all of whom were precipitated into the sea. To Mr. Lugin witness said that he could give no opinion of the relative value of a tulle and cork life preserver. The commission then adjourned until this morning.

(From Tuesday's Daily.) The commission appointed by the Dominion government to investigate the Valencia wreck sat again this morning at 10 o'clock. Gaudin, Cox and Newcomb constituted the court. C. H. Lugin, for the Dominion government, wished to make a statement in view of the comments of a certain local newspaper as to the scope of the commission. He stated that he had an interview between Capt. Gaudin and himself with respect to the scope of the inquiry. He said that the captain had told him that the commission was to be as thorough as possible. It was to be a complete investigation of the casualties in connection with the recent disaster as completely as the evidence available made practicable. J. A. Thompson, inspector of boilers, was first called. He said that the Valencia was last inspected by him on the 27th of April in Seattle. The boats, so far as he knew, had not been particularly carefully examined then. The American inspectors were at that time making a survey through inspection.

In the connection he submitted a communication from the minister of marine and fisheries. Answering Capt. Gaudin, witness said that at the date of the Valencia's inspection he was his practice to perform his duties the same as would have been done on a Canadian vessel. The United States official and he worked together examining the boilers internally and externally, and their struts by means of pressure of the Valencia was a single bottom ship. He knew this because he had gone beneath the engine. According to the Latest Instructions it wasn't necessary for him to duplicate the performance of the United States inspectors. The latter's tests were accepted and the certificate issued. The crew had been advised that such an American vessel was in the condition specified by the officials of the country under whose flag that ship operated.

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fact, all the equipment. She carried six life boats. They were filled with tanks at the fore and aft ends. They were metallic. He had examined the tanks, but did not test them. The latter were made of galvanized iron and in size were one-tenth of the boat. Oars, row-locks, boat-hooks, sea anchor, rubber, water breaker, bread box, compass, lantern and all other equipment required by the regulations was on board. The boats had been put in the water. They had been attached to the davits by hooks. There had been no difficulty in detaching them. He wouldn't trust any patented arrangements of detaching hooks, and they were not used on ordinary passenger boats. With regard to life-preservers Capt. Collister said he would prefer tulle preservers. They were more buoyant, and would not become soaked while a person would live in the water. He had had them tested for 48 hours. The tulle preservers were allowed by all inspectors. Reverting again to the boats he said they had been long enough in the water to assure him that they were tight. As far as he could get at them he had examined the bulk-heads. The vessel, in his opinion, was in good condition. He could not say of hand, the age of the ship. He had inspected the sluices. Complying to a request he showed how these had operated in the Valencia. They were worked from the main deck. They had been tested. It was not compulsory under the Dominion regulations to have life rafts. There were three aboard the Valencia, and in the progress of his inspection he had examined them. They, however, had not been placed in the water. Capt. Newcomb then referred to the current reports that row locks, plugs, etc., wouldn't fit, and asked Capt. Collister of their condition at the time of his inspection. Replying, witness stated that they had been in good order. Referring to witness' remark to the effect that the regulations did not require the use of life rafts, Mr. Lugin drew attention to a section providing for the inspection of life rafts. Witness interpreted this as meaning that carrying rafts was purely discretionary. If they were included in the equipment, however, it was necessary for him to inspect them. He was not familiar with the American regulations on this point. Questioned as to the relative qualities of cork and tulle preservers, witness repeated that the latter were more buoyant. There were a great many of the rafts in the belt, and everyone broken. Lessened its Efficiency. He would not pass a preserver of granulated cork. With regard to the bulkheads, witness said that if the hull had been punctured well forward the ship might have kept afloat in deep water providing the sluices had been properly cared for. The carpenter was the man generally entrusted with the closing of the sluices. He refused to answer the question as to whether he considered that the vessel had been properly equipped with safeguards as necessary. To Capt. Gaudin, witness said that the Valencia had as many bulkheads as the general run of vessels of her class. Answering Mr. McPhillips, witness said that his inspection had been complete and entirely distinct from that conducted by the United States officials. He had issued a twelve months' certificate. The crew had been able to get the small boats out in 13 minutes, as he had timed them. The Valencia was licensed to carry 128 saloons, 12 second saloons and 146 stowage passengers. There were six life buoys. The requirements specified in the regulations, 40 pounds, and the test had shown that they were capable of doing more than that. The boats were provided with masts and sails. These had been taken out before the small craft had been launched during his inspection. A can of coal oil had been in the boats. He hadn't looked to see whether there was vegetable or animal oil aboard. Counsel then quoted from section 30, sub-section (c) and (d) of the regulations, which reads as follows: "With one gallon of vegetable or animal oil and a vessel of an approved pattern for distributing it in the water in rough water. He asked why witnesses had not complied with that section. The latter thought he had done all in his power. He had taken note of the can among the boat's equipment. Mr. McPhillips then proceeded to question witness as to life preservers. The tulle belts had been submitted to the board of steamboat inspectors. This had not been done in 1905, but some 13 or 20 years ago. The body mentioned, as far as Victoria was concerned, consisted of Edward Adams, resident of Ottawa, and Capt. Thompson and himself. An account of a test to which the tulle preserver had been subjected was submitted to witness. It was that of a belt of material, weighing 4 lbs., 8 oz., had been placed in the water with 33 lbs. of lead attached. An additional weight up to 50 lbs. had sunk the belt to a distance of 6 feet under water. It remained there 24 hours, at the expiration of which time it was found to weigh 13 lbs. 4 oz., and to be capable of upholding 28 lbs. without sinking. As the average weight of the human body in the water is 5 lbs., the contention was that the tulle preserver was equal, if not superior, to the cork. Capt. Collister agreed with this, remarking that the test only bore out the contention. Upon Mr. Lawson's request it was agreed to place the statement in evidence. The commission then adjourned until 2 o'clock this afternoon.

A telegram received by Supt. Hussey, provincial police, from Bamfield on Tuesday, announces the recovery of another body, which will be brought down on the Lorne. It also states that the search for bodies of victims of the wrecked Valencia will be discontinued to-day.

The annual general meeting of the Nanaimo Creamery Association was held at the Coal City Monday, when J. P. Randle was elected president and Rev. G. W. Taylor secretary. The report showed that during the year the product of the creamery was 5122 pounds of butter, a considerable increase over last year, when but 38,000 pounds was produced. A sum of \$13,019.86 had been paid to farmers for milk. A dividend of 8 per cent was declared.

Had Examined the Hull, boats, pumps, life-preservers and, in

A PROTEST AGAINST THE UNIVERSITY BILL

Committee Representing Three Universities Waited Upon The Government to Record Their Objections.

On short notice a meeting of the alumni of the Toronto Trinity and Victoria universities met Tuesday morning to consider the university bill now before the Provincial House. After some discussion a committee was appointed to wait upon the government to enter a protest against the bill as it now stands. The committee was composed of Chief Justice Hatter, Dr. Watt, Dr. Anderson, Mr. Watt, Alexis Martin, A. C. Galt, Mr. Dowler, Dr. Milne, Rev. Joseph McNeil, Rev. Dr. Campbell, W. Moresby and Dr. Gibbs. The committee met in the office of Mr. J. P. Fulton, minister of education; Hon. R. F. Green, chief commissioner of lands and works, and Attorney-General Wilson. The clauses of the bill were objected to, particularly where the name given implies that the institution is to be a university. The bill stands in the committee maintained that it excluded the establishment of a British Columbia university in the province at some future time. It further discriminated against other universities entering the province. The committee

# PROCEEDINGS OF THE LEGISLATURE

## COLLEGE BILL WAS UNDER DISCUSSION

Some Amendments are Proposed, Among Them Being a Change in the Name.

Victoria, Feb. 5th. The legislature has again entered upon short sittings, rising today about 3.30. The members on both sides were carriages presented by Mrs. H. Dallas Helmcken.

To the surprise of many the bill to amend the Provincial Elections Act by the reduction of the deposit required from candidates from \$200 to \$50 passed its second reading, presented by Mrs. H. Dallas Helmcken. The bill to amend the Provincial Elections Act by the reduction of the deposit required from candidates from \$200 to \$50 passed its second reading, presented by Mrs. H. Dallas Helmcken.

The last annual Jaunt of the Attorney-General to London was made the subject of questions by John Oliver today. The opinion Mr. Oliver holds of Hon. Chas. Wilson's ability as an attorney-general was expressed by the former a few days ago on the floor of the House, when Mr. Wilson had given an opinion on a legal point. Mr. Oliver said the opinion had little value, in view of the fact that the attorney-general had more losses in court to his credit than any preceding attorney-general of the province.

Prayers were read by the Rev. F. T. Tapscott.

Petitions. G. A. Fraser presented a petition from the Canadian Bank of Commerce, Greenwood, and others, in favor of a private bill to amend the "West Kootenay Power and Light Company Act. This was received.

New Bills. The following bills were introduced, read a first time and ordered to be read a second time to-morrow.

By Hon. Chas. Wilson, a bill entitled "An act respecting the Cancellation and Amendment of Plans," and a bill entitled "An act to Consolidate and

Revise the Land Registry Act."

By W. Davidson, a bill entitled "An act regulating Hours of Labor in certain Industries."

By Price Ellison, a bill entitled "An act relating to Telephone Companies."

PREAMBLE PROVED.

Dr. Young presented the thirteenth report from the Private Bills committee, reporting that the preamble of the bill entitled "An act to amend the 'Lightning Creek Gold Gravels and Drainage Company (Limited Liability) General for the province of British Columbia v. The Attorney-General for the Dominion of Canada. (Deadman's Island and appeal)'"

Railway Committee's Report. A. H. B. Macgowan presented the second report from the railway committee to the effect that the preambles had been proved of the bills entitled "An act to incorporate the Ashcroft, Barkerville and Fort George Railway Company;" "An act to incorporate the Bella Coola and Fraser Lake Railway Company;" "An act to incorporate the British Columbia Northern and Alaska Railway Company;" "An act to incorporate the Kamloops and Yellowhead Pass Railway Company;" "An act to incorporate the St. Mary's Valley Railway Company;" and "An act to incorporate the St. Mary's and Cherry Creek Railway Company."

Resolutions. John Oliver moved the following resolution:—"That an order of the House be granted for a return showing the number and names and residences of all game wardens and deputy game wardens appointed by the government, and the remuneration each receives from the government."

Questions and Answers. John Oliver asked the chief commissioner of lands and works the following question:—"What are the expenses of the hon. the attorney-general on account of his recent trip to England?"

Hon. R. G. Tatlow replied as follows: "\$1,344.75." Mr. Oliver asked the chief commissioner of lands and works the following questions: 1. Has any land been leased to any company or companies for the purpose of cutting pulp timber thereon?

2. If so, how much to each company. 3. For how long a period, and on what terms?

4. Do the leased lands (if any) contain fir and cedar in quantities?

5. If so, on what terms can the company or companies cut fir and cedar?

Hon. Mr. Green replied as follows: "1. Yes.

"2. Oriental Power & Pulp Company, 84,189 acres; Quatsino Power and Pulp Company, 46,828 acres.

"3. Twenty-one years. A form of lease is laid on the table.

"4. Not in the knowledge of the department.

"5. Under the provisions of sub-section (b) of section 6 of the 'Land Act Amendment Act, 1901.'"

J. Murphy asked the chief commissioner of lands and works the following questions: 1. Was any portion of the \$10,000 voted during the session 1903-04 for roads and trails in Cariboo district allowed to lapse?

2. If so, what portion?

3. Was any portion of the \$20,000 voted during the session of 1903-04 for the Cariboo main trunk road allowed to lapse?

4. If so, what portion?

5. What road machinery was purchased by the government under the vote mentioned in question 5 thereof?

6. Where is such road machinery at present?

Hon. Mr. Green replied as follows: "1. No.

"2. Answered by No. 1.

"3. No.

"4. Answered by No. 3.

"5. Yes.

"6. \$788.40—Shown in public accounts for fiscal year ending June 30th, 1905.

"7. Two road graders, 2 spreading wagons, 2 baln wagons, 1 bob sleigh.

Mr. Oliver asked the premier the following questions: 1. For what purpose did the hon. the attorney-general visit England last year?

2. What advantage to the province has resulted from the hon. the attorney-general's visit?

Hon. Premier McBride replied as follows: "1. To represent the province before the Privy Council in the following appeals: (1) Attorney-General for the province of British Columbia, appellant, and Canadian Pacific Railway Company, respondent. (2) Attorney-General for the province of British Columbia v. The Attorney-General for the Dominion of Canada. (Deadman's Island and appeal)."

"2. The first mentioned appeal has been argued, but decision has not yet been given. The other case will not be argued until the June sitting."

Mr. Oliver asked the minister of finance the following question: "What were the expenses of the hon. the attorney-general on account of his recent trip to England?"

Hon. R. G. Tatlow replied as follows: "\$1,344.75."

Mr. Oliver asked the chief commissioner of lands and works the following questions: 1. How much money was expended for roads and trails in Cariboo district during the current year?

2. How much has been expended during the current year?

3. Has value been received for the moneys expended?

4. Is the government aware that a number of settlers have left their homes on account of having no roads?

Hon. Mr. Green replied as follows: "1. \$401.50.

"2. \$786.00.

"3. The government has every reason to believe so, there being no information to the contrary on record in the department.

"4. The government has no information on record regarding this matter."

Third Reading. The report on the bill to amend the Assessment Act was adopted and the bill passed its third reading.

The bill for the relief and discontinuance of the municipality of Dewdney passed its third reading.

The bill respecting distress passed its third reading.

Report Adopted. The report on the bill to amend the Dyking Assessments Adjustment Act was adopted.

Railway Bill. The bill to ratify an agreement which has been arrived at between the Dominion and provincial governments respecting the western boundary of the railway belt was committed with R. Hall in the chair.

The committee rose and reported the bill complete without amendment.

University Bill. On the second reading of the bill to incorporate the Royal Institution for the advancement of learning of British Columbia, Hon. F. J. Fulton said that the bill marked a very important epoch in educational matters in the province. It was a step and an important one in the direction of granting degrees in this province instead of sending the children thousands of miles to get their training. The other bill respecting McGill University was to be taken in conjunction with this one. McGill University was by it to be given degree conferring powers in the province.

McGill had for a number of years been co-operating in educational work in this province by affiliation with the high schools of Vancouver and Victoria. It was proposed now to go farther and undertake further work by establishing a branch of the university in the province. A delegation visited the province last year from McGill resulting in this bill being introduced.

A university bill was passed through the House 16 years ago. Up to this time it had never been found possible to take advantage of it. The cost of equipping a university had been found to be too great to permit of its being undertaken. To equip and build a university of any standing would require an expenditure of at least \$200,000. An annual expenditure of from \$40,000 to \$50,000 would also be entailed. It would undoubtedly be better to get a standard university like McGill to establish a branch here. That university had in some departments an equipment which represented \$200,000 expenditure. In applied sciences the equipment represented about \$700,000. How could a provincial university hope to compete with such a university?

The proposal was to give two full years in arts, two full years in applied science and a course in chemistry and biology, looking to a course in medicine. It was expected that in a few years the course in mathematics and literature where no expensive equipment was required would be extended beyond the two years.

Although a university act was on the statutes for 16 years nothing had been done to take advantage of it. It would probably be twenty years longer before the province could find itself prepared to equip a university. Under the circumstances it would be wisest to accept the offer of McGill.

Sir William Macdonald had promised \$5,000 a year for three or five years for the establishment of this college with a promise that if more were needed it would be supplied.

The university proposed to grant certificates at the end of the two year course which would be accepted at McGill. There would be a staff of seven or eight professors. McGill University will have everything to say in the course of studies to be adopted.

Arrangements were also made by which any part of the High school work might be undertaken by McGill. This would relieve the trustees and the work would be undertaken in a far better way than could be hoped from the local authorities.

The bill passed its second reading. The bill respecting McGill University

also passed its second reading. The Midway and Vernon. The House went into committee on the Midway and Vernon railway with J. R. Brown in the chair.

The bill passed committee without amendment.

Elections Act Amendment. On the adjourned debate on the second reading of the bill to amend the Provincial Elections Act the Speaker gave his ruling on the point of order raised on Friday that the bill was out of order as it affected the revenue.

The Speaker held that it was in order and that it did not affect the revenue in the parliamentary sense of the term. S. Henderson, in resuming the debate, pointed out that the qualification with respect to owning property had been done away with in Great Britain and Canada. He thought it would be wiser to retain the deposit at \$200 as a reduction would tend to a greater number of candidates running and a minority representative would often be elected.

J. A. Macdonald did not count anything on the forfeiture section. He did not approve of the act on the ground that the treasury should be enriched by forfeiting of deposits.

The important feature in the act was that there was danger of candidates being elected who did not represent the majority of the electors. There was no system in force in this province like that in some countries by which provision was made for the securing of a majority vote before a candidate was elected. In view of this he preferred that the \$200 deposit should be maintained.

W. G. Cameron also favored the deposit remaining at \$200 on similar grounds to that of Mr. Macdonald. He advocated some system of proportionate representation being devised.

The bill was carried on its second reading on the following division: Ayes—Messrs. Tanner, Davidson, Hall, Hawthornthwaite, Williams, McBride, Wilson, Bowser, A. McDonald, Garden, Taylor, Wright, Young, Gifford, Macgowan and Manson—18.

Nays—Messrs. King, Brown, Murphy, Jones, Oliver, J. A. Macdonald, Henderson, Munro, Paterson, Cameron, Tatlow, Cotton, Ellison, Fulton and Grant—15.

The House then adjourned until to-morrow.

Notice of Motion. Premier McBride will move on the report on the bill to amend the Midway & Vernon Railway Company Act, 1901, to insert after section 4 the following section: "5. Nothing in this act contained shall be held to extend, vary or in any way affect the provisions of the said Midway & Vernon Railway Aid Act, 1902, regarding the earning of aid by said company under said act or the granting of aid to said company under said act."

(From Wednesday's Daily) Victoria, Feb. 6th, 1906.

The McGill College bill came up for discussion in the legislature this afternoon. While under consideration on its second reading, objection was taken

by R. Hall to the designation of the college as the Royal Institution for the Advancement of Learning as B.C. He contended that it should be known as McGill College. He has accordingly given notice that he will move to change the name. Other objections to the bill were raised, among them being one by S. Henderson, who saw no reason why there should be no representation of the Lieut.-Governor in Council and of the graduates on the board of trustees of the institution.

The bill will be considered further in committee. The remainder of the business was largely of the uninteresting character.

Prayers were read by Rev. F. T. Tapscott.

Committee's Report. A. H. B. Macgowan presented the third report from the railway committee to the effect that the preamble has been proved of the bill to incorporate the Southern Okanagan Railway Company, and the bill to incorporate the British Columbia Central Railway Company.

The report was received.

New Bill. On the motion of Parker Williams, a bill intitled "An act to amend the 'Master and Servant Act,'" was introduced, read a first time and ordered to be read a second time to-morrow.

Annual Report. Hon. C. Wilson presented the annual report of the police, jails and juvenile reformatory of the province for the year ending October 31st, 1905.

Third Reading. The bill to amend the Dyking Assessments Adjustment Act, 1905, passed its third reading.

Railway Belt. The report on the bill to ratify an agreement arrived at between the Dominion and Provincial governments respecting the western boundary of the railway belt was adopted.

College Bill. The bill to incorporate the Royal Institution for the Advancement of Learning of British Columbia was committed, with J. R. Brown in the chair.

On the following section some discussion was aroused: "The Royal Institution shall consist of not less than eight and not more than fifteen members, one of whom shall be elected president. They shall have power, however, in addition, to give such representation to any school board or other bodies in charge of public education as may be agreed upon. The minister of education of the province of British Columbia, the superintendent of education of the said province, the principal of McGill University and the principal of the college shall be members ex-officio."

Stuart Henderson pointed out that in this institution the board of trustees was apparently to be a close corporation elected by itself. He thought that the graduates of McGill University might have representation on this board. The Lieut.-Governor in Council should be represented also. He understood that the institution was to be

(Continued on page 4.)

# REMOVAL SHOE SALE

- 30 pairs Men's Strong Lace Boots, value \$1.60, now . . . . . \$1.20
- 33 pairs Men's Water-tight Blucher Cut, value \$3.00, now . . . . . 2.35
- 30 pairs Men's High Cut Lace Black and Tan, value \$6.00, now . . . . . 4.25
- 60 pairs Men's Long Gum Boots, value \$6.00, now . . . . . 4.95
- 65 pairs Men's Lace and Congress Boots, value \$3.00 to \$4.50 . . . . . \$1.95
- 30 pairs Misses' School Boots, sizes 11 to 2, now . . . . . .75
- 50 pairs Women's Button Boots, value 3.00 and 4.00, now . . . . . 1.00
- 60 pairs Women's Fine Lace Boots, value 2.50 to 3.50, now . . . . . 1.95

- Boys' Strong Lace Boots, sizes 3, 4 and 5, value 1.40, now . . . . . .75
- Boys' Lace School Boots, value 1.60, now . . . . . 1.25
- Boys' English Water-tight Boots, sizes 1 to 5, value 2.25, now . . . . . 1.65
- Youths' English Water-tight Boots, sizes 11 to 13, value 1.75 . . . . . 1.25
- Women's Box Calf Bals, value 2.00 . . . . . 1.50
- Women's Box Calf Bals, value 2.50 . . . . . 1.90
- Misses' Box Calf Bals, sizes 11 to 2, value 1.65 . . . . . 1.40
- Misses' Kid Bals, sizes 11 to 2, value 1.50 . . . . . 1.20

We are too busy to write ads.

Freight Paid on all Country Orders over \$5

See The Banner. FULLERTON'S 103 Government Street.

HOW THE ACCOUNT STANDS.

It is admitted that the Dominion government has not done all that might be done or that we should like to have done for the improvement of aids to navigation in Western waters.

A far from resourceful but unscrupulous contemporary, which cannot find any cause for offence in the Dominion government except in allegations that it does not treat the West in the matter of appropriations with the same degree of generosity that it treats the East.

There is a fair, honest and patriotic way of finally settling this matter without appealing to sectional prejudice or attempting to excite jealousy between one portion of the Dominion and other portions.

Table with columns: Date, Expenditures, Receipts. Rows for years 1890-1905.

An analysis of the above figures discloses the fact that from the year 1890 till the year 1895, which was the last full year of Conservative rule, the increase in expenditures for aids to navigation in British Columbia was a fraction more than forty per cent.

Then there is another aspect to this matter. We have before us a complaint from the lips of Sir Thomas Shaughnessy with reference to the inadequacy of aids to navigation in the reprehensibly greedy East, which is absorbing so much that ought in justice to be given to the West.

The Victoria industrial and agricultural exhibition association lost a most competent and painstaking official when it accepted the resignation of R. H. Swinerton.

Our pugnacious friend Mr. Bowser had not a bark, nor even a yelp, left with such very inferior facilities as the port now affords—very inferior as compared with what we ought to have.

The most beautiful picture ever offered this country is without doubt the one entitled "Quebec, Alexandra, Her Grandchildren and Dogs" given with the Family Herald and Weekly Star of Montreal this season.

without delay, so that ocean traffic to and from Canada can be retained for Canadian ports.

LET IT ROT.

The Socialist leader is a resourceful man. And a devoted friend of labor up to the point at which the interests of honest, honorable toil conflict with his contract to keep the McBride government in power.

Mr. Henderson pointed out that the institution was a provincial one, otherwise the bill had no business to be introduced here.

His amendment should be described as a bill to cancel the provisions of the act relating to the registration of titles to land, the attorney-general explained.

On the second reading of the bill relating to the transfer of land titles to provide for the registration of titles to land, the attorney-general explained.

On Thursday next Hon. C. Wilson, as he is called, will introduce a bill to amend the act relating to the registration of titles to land.

On Friday next, Dr. Young to ask leave to introduce a bill entitled "An Act to amend the 'Placer Mining Act,' R. S. 1897, chap. 36.

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PROCEEDINGS OF THE LEGISLATURE

(Continued from page 3.)

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Local - For the week of total clearings at the house totalled \$824.

Two passengers, Princess Beatrice, who have a long journey bound for Patagonia.

A meeting of the Tourist Association held after noon, when the understanding was vigorously advocated.

In Chambers of the Chief Justice of the Province, the Chief Justice of the Province.

An emergency Regiment was held call of Lt.-Col. Hall to demonstrate who could be mastered.

The Society for Cruelty to Animals series of lectures for the first entertainment.

Farmers' Sons stock and fair education to work, advancement, steady employment.

WEEKLY WEATHER SYNOPSIS.

Victoria Meteorological Office, 21st January to 6th February, 1906.

During this week there has been a remarkable absence of rain and with the exception of a few drizzles on the 1st and 2nd on the first four days, practically cloudless skies have been general, not only throughout this province but southward to California. The wind has been from the north and east; of Cape Flattery being the only exception, where a moderate east gale was reported during the first few days. The wind continued to blow from the north and east, but on the 5th and 6th a high barometric pressure over the North Pacific slope, while from California eastward the barometer remained low. Frost occurred on the Lower Mainland on the last six days of the week, but upon no day was the highest temperature below 32 degrees. In the Kootenay district the weather has been remarkably mild, with frosts only on the last three days and in Cariboo only on the 5th. Owing to the constant high barometer to the northward, steady cold weather occurred in the Yukon and Atlin districts. During the first three days of the week, the temperature was high throughout, in some instances 40 degrees were recorded. In Manitoba the temperature has been mostly below zero, and during the week a storm on the 3rd Winnipeg reported a strong northwest gale as well as a temperature below zero.

Victoria—Precipitation, .01 inch (fog); highest temperature, 49.9 on 6th; and lowest, 28.9 on 2nd; total amount of bright sunshine recorded was 24 hours and 12 minutes.

Vancouver—No rain or snow; highest temperature, 49 on 31st; lowest, 26 on 5th and 6th.

New Westminster—No rain or snow; highest temperature, 48 on 31st and 6th; lowest, 28 on 2nd, 3rd, 4th, 5th and 6th.

Kamloops—No rain or snow; highest temperature, 40 on 31st and 1st; lowest, 20 on 4th.

Backsville—Snow, 4 inches; highest temperature, 44 on 1st; lowest, 8 on 4th and 5th.

Port Simpson—Rain, 34 inch; highest temperature, 44 on 2nd; lowest, 30 on 6th.

Atlin—Snow, 5 inches; highest temperature, 26 on 31st; lowest, 15 below on 6th.

Dawson—No snow; highest temperature, 18 on 31st; lowest, 24 below on 2nd.

At the provincial police office there are a number of articles taken from bodies of passengers drowned in the Valencia wreck, which may lead to identification. There is a small square of blue cloth, a button, a watch chain and a baggage check marked W. S. Ray & Co., San Francisco; a gold chain with square pendant, fitted in gold; a round oval pendant attached to watch chain, with big silver watch; a certificate receipt of the Mining Co-operative Syndicate, Ellensburg, Wash., No. 2709, series 2, and various other articles which may aid in identification of the missing.

The funeral of Adam Beattie Reid took place Tuesday afternoon from Calvary Baptist church, Rev. L. T. Tapscott, the pastor, officiating, with a full choral service. The Dead March in Saul was played as the mourners left the church, the pallbearers carrying the casket, which was literally hidden by wreaths of flowers sent in by the friends of the deceased. The late Mr. Beattie was a prominent member of the Baptist church, and took an active part in Sunday school affairs. The pallbearers were Messrs. J. A. Cameron and R. A. Currie. A number of friends were on the dock to bid the travellers God-speed.

A meeting of the executive of the Tourist Association was held Monday afternoon, when the work of the year was briefly outlined. An understanding was arrived at that a vigorous advertising campaign be pursued, and that in addition to an enlarged edition of "Impressions," Messrs. J. A. Cameron and R. A. Currie be entrusted with the fruit culture and chicken raising.

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rapidly, allowing the purchase of a lot and the construction of a building worthy of the association at a comparatively early date.

Entire stock of clothing and furnishings of the late S. Reid & Co., Ltd., is now being offered to the public by auction at 2.30 and 7.30 p. m., respectively, at 122 Government street, as premises must be vacated.

The recovery of another body, that of a young woman, one of the passengers of the wrecked Valencia, is reported from Clayoquot. The body was so badly decomposed that it was buried.

The St. Andrew's Society will hold their annual entertainment on Monday evening next in the Sir William Wallace hall. In addition to the concert part of the programme a short address will be given by Rev. Dr. Fraser of Vancouver.

Wednesday afternoon word was received to the effect that Mason Hegerly had been convicted of killing an elk in the neighborhood of Cowichan lake and was sentenced by Maitland Douglas, J. C., at Duncan, to thirty days imprisonment without the option of a fine.

An industry which gives promise of developing into one of great importance has been started at 22 Second street, where Alfred Taylor, well known to Victorians, has commenced the work of putting on the market a new automobile alarm patented by him. A number of local capitalists are co-operating in the enterprise, which consists of a simple device whereby an alarm sounds automatically with the rise of temperature in a room. It resembles an ordinary push button in appearance and is an inexpensive and effective means of locating fires.

Learn Veterinary Dentistry in 4 weeks for \$2000 a year. We teach you at home in three months of your spare time by illustrated lectures and charts. The Detroit Veterinary Dental College, Detroit, Mich.

At the provincial police office there are a number of articles taken from bodies of passengers drowned in the Valencia wreck, which may lead to identification. There is a small square of blue cloth, a button, a watch chain and a baggage check marked W. S. Ray & Co., San Francisco; a gold chain with square pendant, fitted in gold; a round oval pendant attached to watch chain, with big silver watch; a certificate receipt of the Mining Co-operative Syndicate, Ellensburg, Wash., No. 2709, series 2, and various other articles which may aid in identification of the missing.

The funeral of Adam Beattie Reid took place Tuesday afternoon from Calvary Baptist church, Rev. L. T. Tapscott, the pastor, officiating, with a full choral service. The Dead March in Saul was played as the mourners left the church, the pallbearers carrying the casket, which was literally hidden by wreaths of flowers sent in by the friends of the deceased. The late Mr. Beattie was a prominent member of the Baptist church, and took an active part in Sunday school affairs. The pallbearers were Messrs. J. A. Cameron and R. A. Currie. A number of friends were on the dock to bid the travellers God-speed.

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W. M. Brown, an old-time miner and prospector in the Cariboo and a member of the local legislature in the early days, is paying Victoria a visit. For years past Mr. Brown has been located at Revelstoke.

A quiet wedding took place at Duncans Wednesday when James Blackwood and Miss Regina Elizabeth Behnen were united in the holy bonds of matrimony by Rev. Father E. M. Schuler. The young couple are Victorians, and very popular.

The two new Japanese warships built in England and for which the officers arrived Wednesday en route to the Old Country to take over, are the Kashina and the Katoria. They are vessels of 16,000 tons each, and carry four 12-in., four 10-in. and twelve 6-in. guns.

The performance of "Our Boys" by a local company of amateurs will be given in the A. O. U. hall on Monday, 12th inst. In addition to the Miss Sehl and Miss O'Meara will sing between the acts; a fancy dance by one of Mrs. Lester's classes will also be given, and in itself will be well worth seeing.

J. H. Coulthard, of Garbergy Gardens, and formerly of Nicola Valley, died Wednesday after a protracted illness, aged 70 years. He leaves a widow, also a family by his first wife. The remains were embalmed by the B. C. Funeral & Furnishing Co. and forwarded Wednesday to New Westminster for burial in the family vault there.

Dr. Lewis Hall was Wednesday presented with a handsome gold emblem by Alexandra Lodge, No. 116, Sons of England. It was inscribed: "Presented to Dr. Lewis Hall for services rendered the lodge, 1905, Lodge Alexandra, No. 116." The presentation was made by District Deputy E. Haynes in felicitous words. In reply Dr. Hall thanked the lodge in a few appropriate remarks.

The Vancouver Board of Trade have taken up the question of life saving on the West Coast and have forwarded a petition to the Federal government on the subject. W. A. Ward asked the board to communicate with the board and request that the inside passage be not on the extra hazardous list for steamers bound to Nome. The committee on navigation are considering the proposal.

Another much respected old-timer passed away

BOY FOUND IN CELLAR OF HIS HOUSE

Prisoner Confesses to Being Implicated - Possibilities of Saskatchewan - Two Liberals Elected.

Ellerhouse, N. S., Feb. 6.—The body of Freeman Harvie, with the head decapitated, was found in his cellar this morning.

Improvements. Rosthern, Sask., Feb. 6.—This town is following the example of all the bustling centres of the West and will install an extensive system of waterworks, fire equipment and municipal electric light plant.

Minister's Predictions. Moose Jaw, Sask., Feb. 6.—Hon. W. R. Motherwell, minister of agriculture, in Saskatchewan, in addressing the territorial grain growers' association to-day, predicted that within five years the surplus of wheat for export would total a hundred million bushels.

Two Bye-Elections. Edmonton, Feb. 6.—Federal seats in Saskatchewan in which bye-elections were necessitated by the resignations of Hon. W. Scott and Hon. J. H. Lamont were carried by the government to-day.

A Reply to Mayor. Winnipeg, Feb. 6.—At the annual meeting of the board of trade to-day it was decided to publish in pamphlet form data which the board has prepared as refutation of the famous report of Prof. Massey regarding Western Canada.

Seek Amendments. Toronto, Feb. 7.—A deputation of insurance men asked Honorable J. J. Foy, attorney-general of Ontario, this morning to amend the law so as to penalize companies and agents who give rebates.

A Good Year. Toronto, Feb. 7.—The twentieth annual meeting of the Dominion Sheepbreeders' Association opened here to-day.

Sherbrooke, Que., Feb. 6.—Dr. A. N. Worthington, Conservative, was elected by acclamation in Sherbrooke county to-day for the House of Commons.

CLERGYMAN'S DEATH. Found Dead in Bank—Serious Charges Had Been Laid Against Him.

Peoria, Ill., Feb. 6.—Rev. George H. Simmons, pastor of the First Baptist church, president of the Inter-State Savings Bank and People's Saving Bank and recently appointed manager of the Yates Senatorial campaign in Peoria county, was found dead in bed early this morning.

The People's Saving Bank, of which Simmons was president, did not open its doors this morning. Cashier Look said it would remain closed until some further action was determined on.

The Inter-State Savings Bank, of which he was president up to yesterday when his resignation was accepted, also underwent runs yesterday and to-day.

Haute, Ind., and had been very successful. He secured national publicity two years ago by advertising a dramatization of the life of Christ.

SACRIFICE OF INFANTS.

Millions Have Been Victims of Soothing Syrups, Pain Killers and Impure Milk. Washington, D.C., Feb. 7.—That more than a million infants had been sacrificed to the various concoctions known as soothing syrups and pain killers, and over twice that number killed by impure milk, was the declaration made last night by Prof. H. W. Wiley, chief of the chemistry bureau of the United States department of agriculture.

STRUGGLE FOR A RAILWAY CROSSING

DISPUTE REGARDING RIGHT OF WAY NEAR TORONTO. Dynamite Used to Remove Obstacle Placed on Track by Grand Trunk Employees.

Toronto, Feb. 7.—Miniature war raged all yesterday afternoon in the valley of the Don to east of the city, and ceased only when darkness fell upon the scene.

The dispute was over possession of right-of-way. The courts had decided that the James Bay could cross the Grand Trunk railway tracks, but the latter had placed a 50-ton coal car there, and when the James Bay people tried to remove it the Grand Trunk railway backed down another car, making a bad wreck of the coal car.

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MILLIONS OF TONS OF COAL IN STOCK

SUPPLY OF ANTHRACITE FAR EXCEEDS DEMAND

It May be Necessary to Close Mines There is No Strike in April. New York, Feb. 7.—The Tribune says: "Owing to the secret conference here yesterday of the Anthracite coal railroad presidents there was a well grounded report that the anthracite has been mined so much in excess of the demand that the shut down in the mines may be necessary if there is no strike on April 1st."

"Henry S. Fleming, who is the secretary of the bituminous coal trade, says that the anthracite industry is in a state of panic. The coal firms, and the secretary of the Anthracite Coal Operators' Association, made public yesterday estimates which he has been collecting as to the probable proportion of miners who will have a strike on April 1st. In the anthracite district, he says, 90 per cent. of the miners will strike."

"In calculating the men that are likely to strike in the soft coal districts the anthracite industry has been much weaker in organization than was supposed and he based his calculations on the proportion of the non-union men and the result of the former soft coal strike."

"Mr. Fleming estimated that allowing for cold weather there would be easily a five month supply of anthracite on hand on April 1st. The prospect of a coal strike has revived interest in the coal supply stations which the various railroad companies have constructed near the city since the last strike in the anthracite regions. One of the largest of these is a coal bunker at Coalburg, N. J., on the line of the New York, Susquehanna & Western Railroad, which that company has selected as a reserve station."

French Representative. Oliver Taigny Arrives From Venezuela En Route to Washington.

New York, Feb. 7.—The steamer Scoulla, on which Oliver Taigny, former charge d'affaires for France at Caracas, Venezuela, who was not allowed to land again at La Guaira, after he had gone on board a French steamer to receive dispatches from Paris, arrived here to-day.

San Francisco, Feb. 7.—As a result of the autopsy performed on the body of Alex. Dvoin, the boy who was killed in an unlicensed prize fight at the Colma Club's pavilion at Colma on Monday night by "Schiefel Johnson," a charge of manslaughter has been placed against Johnson, and his whereabouts are being sought by the sheriff of San Mateo county and by local police.

A MOTHER'S DUTY

She Should Carefully Guard the Health of Her Growing Daughter—Her Future Happiness Depends Upon the Change From Girlhood to Womanhood. Every mother should watch with the greatest care the health of her growing daughter. She is a girl to-day—tomorrow a woman. The happy health of womanhood depends upon this vital change from girlhood.

Budapest, Hungary, Feb. 7.—The hunger for sovereign power and the attempt to restrict the constitutional rights and functions of the chief of state in such a way as "even the last vestige of a republic would not submit to," was declared by Premier Fejervary to be the real cause of the crisis in Hungary.

Washington, D. C., Feb. 7.—The Venezuelan government has requested the government of the United States to take charge of its consulate in France. Secretary of State Root has decided to comply with the request and will give the necessary instructions to the American ambassador in Paris.

Interview With the Premier in Which He Tells of Cause of Trouble. Budapest, Hungary, Feb. 7.—The hunger for sovereign power and the attempt to restrict the constitutional rights and functions of the chief of state in such a way as "even the last vestige of a republic would not submit to," was declared by Premier Fejervary to be the real cause of the crisis in Hungary.

ENTERPRISE BURNED. A Victoria Sealing Schooner Has Been Totally Destroyed in Southern Atlantic.

MOROCCAN CONFERENCE

German Officials Less Hopeful Regarding the Outcome—Failure Will Damage Country's Prestige. Berlin, Feb. 7.—While government circles make an outwardly hopeful attitude regarding the conference at Algiers the indications are that much concern is felt about the outcome. Even a failure to reach an agreement on the police question is regarded as probable.

The result of a failure to reach an agreement would be, according to German inspired utterances, that Moroccan affairs would continue to be regulated under the arrangement of 1880. But more critical observers point out that the controversy of 1905 originated despatched the arrangements of the conference being due to German initiative its failure would involve serious damage to German prestige.

JEWEL ROBBERY.

New York, Feb. 7.—A burglar broke into the home of Leopold W. Wormser, a retired banker in West 71st street, opposite the Hotel Majestic, early today, stole jewels valued at \$3,000 and escaped with the booty.

THE INSPECTION OF SEALING SCHOONERS

URGED ON DEPARTMENT OF MARINE AND FISHERIES. Inspector of Halls Will Probably be Instructed to Examine Boats Engaged in Indu t y.

Ottawa, Feb. 7.—The loss of the schooner Fawn with all hands has been the immediate cause of presentations being made to the marine department in respect to the need for government inspection of all schooners engaged in the sealing industry. It has been pointed out that a schooner was lost last year, and another a few years ago, and in every instance a large number of Indians were also lost.

Charge of Manslaughter. Against a Boxer—Arises Out of Death of Opponent in Contest at Colma.

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FREE FOR THE ASKING!

The best Catalogue of the best Canadian seeds is ready for distribution, and the best time to send for a copy is NOW, before you begin your Spring work.

The bargain idea is all right in buying dry goods, but never with seeds. It takes time, money, care and experience to grow seeds that are absolutely reliable, and if you want success, fight shy of so-called "bargain" seeds, and stick to something you know to be good.

The STEELE, BRIGGS SEED CO., Limited

TORONTO, HAMILTON & WINNIPEG. BAYS HELD THEIR ANNUAL MEETING. REPORTS SHOW CLUB TO BE FLOURISHING. Many Recommendations Contained in Annual Statement—Dan O'Sullivan Declines J. B. A. A. Captaincy.

There was a large attendance at the fifteenth annual meeting of the James Bay Athletic Association held Tuesday evening at the club rooms. H. D. Helmecken occupied the chair and performed the duties of presiding officer in his usual efficient manner.

After giving a synopsis of the club's action with respect to field sports during the year, the report recommended: "That every encouragement be given those members desiring to take up this branch of sport. Unfortunately, we have lost two of our most ardent supporters in this branch during the past season."

An extensive report of the past year's business programme was included, which contained the following: "At the last annual general meeting it was recommended that a new four-oared shell be purchased, but owing to our inability to raise sufficient funds this recommendation was not carried out."

Reference was made to the improvement to the reading room and the gymnasium. The appended recommendations were outlined: 1. That the hall door be grained and varnished; 2. That some effort be made to improve the approach to the club house, viz., the removal of the turf and weeds growing around the front steps; that gravel or cinders be procured to level up that portion of the ground in front of the house; that the fall from the C. P. E. wharf be extended to join our stairway.

After mentioning in general terms the N. P. A. A. O. regatta held last year at Esquimaux and to the fact that the N. P. A. A. has disbanded, the state-continued: "We regret to report the death of three members, who took a very active interest in the welfare of the association, viz. Mr. Kenneth Wollaston, Mr. Finlayson and Mr. Colbet; the former having succumbed after a most determined struggle against that dread disease, typhoid, while Mr. Finlayson died very suddenly."

The following recommendations were included: 1. That a new four-oared shell be purchased for 1921; 2. That further accommodation for private boats be secured; 3. That owing to the unfitness of Esquimaux harbor as a racing course, no future regattas be held at this point; 4. That funds be raised to take crews to Nelson this year to compete in the N. P. A. A. O. regatta.

Upon motion the report was adopted, the chairman, in a few remarks, emphasizing the necessity of immediately taking steps towards raising funds for new boats. He advised also that the incoming committee encourage the co-operation of the younger members in the affairs of the club.

An executive committee was elected as follows: D. O'Sullivan, D. Leeming, W. T. Andrews, J. Leeming, T. A. Ker, F. W. Thomas, C. B. Kennedy, J. A. McTavish, T. Watson and J. C. Bridgman.

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# PROTECTING THE DALLAS FORESHORE

## STEPS TO BE TAKEN FOR EXTENDING WALL

The Council Considered This and Other Important Matters at Last Night's Meeting.

(From Tuesday's Daily.)

There was a lot of business before the city council last evening. Ald. Fell, Rev. Canon Beaulieu and E. O. Schofield were reappointed library commissioners for another year; the secretary of the analysis in connection with the inquest on the Duval child was discussed at some length, and finally left to the Mayor with power to all the advisability of consolidating the secretaries of public committees was considered, and another matter of much importance was the decision reached to complete the fore-shore protection work as soon as possible.

The honorable provincial secretary wrote reporting the appointment of license and police commissioners. Received and filed.

Attorney-General Wilson wrote acknowledging the receipt of proposed amendments to the Municipal Clauses Act, and promised the dispatch of business as early as possible.

Ald. Fell said that he had an interview with members of the House, and ascertained that they were only now considering the framing of the bill. He would know to-morrow or next day, after a conference between their committee and members of the house might be arranged.

The W. C. T. U. wrote asking that in the course of re-classifying of the library books those not needed be given to the W. C. T. U. mission.

Laid on the table to be dealt with when similar applications are considered.

Mr. H. Spurling, general manager of the B. C. Electric Railway Company, wrote that he had received the council's request for an opinion of the company on the proposed amendment of the "secret" agreement. He would have to refer the council's communication to Mr. Buntzen, who was in England.

His Worship reported that Mr. Spurling had written and not telegraphed. Received and filed.

The Victoria Musical Society asked for a room for the use of the society. Two rooms suggested themselves to the society, the council chamber and the one over the library.

Ald. Stewart moved that the request for the use of the upper floor in the library building be granted, the object being a worthy one.

Ald. Hall thought that it should be borne in mind that other similar applications should be considered if this was done.

Ald. Fell said it should be also considered that there is a reading room in the building, and he did not think that everyone would enjoy a "musical box" next door to it.

Ald. Stewart withdrew his motion. He had not thought of the reading room being next to the one wanted.

Ald. Yates moved to leave the matter to the Mayor's hands. It would be very annoying to a person reading or studying to hear such a noise.

His Worship said that he would discuss the matter with the society, and see if room for the purpose could not be secured. He would refer the matter to the council on Thursday. This course was approved.

Coroner Hart wrote notifying the council that a fee of \$100 would be charged the city for an analysis of the stomach of the Duval child, on which an inquest had recently been held.

There was a good deal of discussion on this subject, it being thought that the fee to be charged is too much, especially, said Ald. Fell, in view of the fact that the government instruments were to be used in making the analysis.

Ald. Vincent asked what was the object to be attained. He did not think the council had anything to gain. Ald. Yates thought that a doctor after an examination of a stomach should have a pretty good idea of the cause of death.

Ald. Hall moved that it be referred to the Mayor to arrange, and this motion was finally adopted.

the same to be drawn by the city solicitor.

A letter from the city solicitor again asked for an increase in salary.

Ald. Yates opposed the request, as the solicitor had accepted the position at a set wage, and he was paid for extra services.

Laid on the table until the estimates were taken up.

W. H. Keating, police court clerk, asked for an increase of \$15 a month in consideration of his services as a short hand writer.

Laid on the table pending the estimates.

Mr. Borde, collector of water rates, asked for an increase of \$10 a month. This communication took the same course.

On motion of Ald. Stewart all other similar communications were dealt with in the same way.

W. S. Gore and twelve others protested against the changing of Victoria Crescent to Quadra street, and asked that the old name be restored.

Ald. Vincent moved that the request be granted.

Ald. Goodacre seconded the motion, and this caused some amusement. Ald. Fell stating that the motion was out of order. The changing of the streets name was done by by-law, and could not be undone except by by-law.

"If the bill goes through it simply means that the college will be a feeder of McGill. I think it quite unfair that they should receive such an advantage over other eastern universities. I notice that Sir Wm. McDonald is giving his support and McGill is sending out a number of professors. They can do this, being a privately endowed institution, while the University of Toronto, which is a provincial institution, cannot spend money outside the province; although we can hold examinations and affiliate with western colleges and collect fees."

"Columbia College at New Westminster is now affiliated with Toronto University, directly through Victoria College."

"We have a large number of very prominent graduates in British Columbia, and they will doubtless be giving their support to McGill, gaining such an undue advantage."

The Chancellor added that there was a possibility of the lieutenant-governor being asked to disallow the bill if it was shown that it was not a great benefit to the province.

"We got word that a university bill was being introduced through the British Columbia legislature, and at once telegraphed for a full statement of the matter, and found it to be a bill to establish a university in the province, and they will doubtless be giving their support to McGill, gaining such an undue advantage."

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# PRESIDENT LOUDON SPEAKS ON BILL

## Head of Toronto University and Chancellor Burwash of Victoria Condemn Present Bill as Unfair.

(Toronto, Feb. 7.—President Loudon of Toronto University, when shown a dispatch from Victoria stating that the second reading had been given to a bill establishing a university college of British Columbia under the direct control of McGill University, said to the Times representative: "The matter will very probably be considered by the Senate at a meeting on Friday evening."

"If the bill goes through it simply means that the college will be a feeder of McGill. I think it quite unfair that they should receive such an advantage over other eastern universities. I notice that Sir Wm. McDonald is giving his support and McGill is sending out a number of professors. They can do this, being a privately endowed institution, while the University of Toronto, which is a provincial institution, cannot spend money outside the province; although we can hold examinations and affiliate with western colleges and collect fees."

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# ANNUAL MEETING.

Splendid Work Done by the First Presbyterian Church During Past Year.

The annual meeting of the congregation of First Presbyterian church was held last week. The congregation was well represented. The pastor, President, and congregational committee, congratulated the congregation on the harmony which existed during the year, and the good work which had been accomplished. The reports showed that good progress was being made in all lines of church work. The treasurer's statement showed \$800 more than that of the previous year, which enabled the board of management to pay off a debt of \$100 on the church, and the beginning of the year and placing the congregation now entirely free from debt. The aggregate amount raised from all sources during the year was \$478, together with \$85 for the Victoria College, and \$65 for a missionary steam launch to be used among the islands of the Gulf of Georgia.

The meeting unanimously agreed to make considerable improvements in the auditorium of the church, the pioneer of Presbyterianism in the west, which is to celebrate its 44th anniversary next Sunday, when Rev. Dr. Fraser, of Vancouver, will preach at that forenoon and evening services.

Messrs. A. Fraser, Sexsmith, Murie, Gillis, and Capt. Gould were elected to the board of management, after which many thanks were passed, and the meeting closed.

(From Wednesday's Daily.)

While no bodies will be brought to Victoria from the Valencia wreck, for the reason that if found they would be so badly decomposed as to be entirely unrecognizable and beyond removal, the provincial police have still three men on the ground who will look after the burial of the remains of any victims recovered, and will take charge of all floats that may drift ashore.

For several days the condition of the wreck has not changed materially. It lies with one spar above water, with the cylinders showing in a calm sea and with a great deal of cargo still in the hold. All the lighter freight, such as fruit, of course, came to the surface and for miles around and such articles to be seen along the shore. For the purpose of ascertaining if the machinery can be recovered a crew of divers under command of Capt. Chas. Nelson was to leave Seattle, this morning. They will make a complete examination of the wreck and will afterwards report to the Pacific Coast Steamship Company and the underwriters. The crew will also examine the wreck to see if any bodies have been caught in the mass of debris below water.

There are now no steamers cruising for bodies in the locality. All left the coast yesterday, the Loraine and Wyadna and the United States cutter Perry coming to Victoria, and the Grant proceeding to the Sound. On the Wyadna and Loraine two bodies were brought, but they are in such a state that they cannot be identified. That picked up by the Wyadna was found a mile or so off shore. Sergt. Murray and Capt. Smith and party of ten men arrived down on the Loraine.

Capt. Smith's party were among the first on the scene after the wreck occurred. They have been on the coast continuously since then, keeping a constant watch for bodies, at times carrying them for miles over almost impassable trails or searching the rocky coast line under difficulties, occasionally almost insurmountable. At nights they slept in an Indian hut which offered shelter in the way of comfort except shelter from the weather. "But we did not mind this," said Capt. Smith this morning. "We would willingly have remained longer if we could have accomplished any good. In fact, I would have no objection returning to the wreck if it can be shown that any purpose could be so served. My instructions were to remain so long as I discovered any party found in all twenty bodies. Two were buried on the beach and eighteen were shipped. They were picked up on either side of the wreck, but mostly to the westward, because of the current which carries them in that direction. In our work we discovered that the use of the dory gave best satisfaction in getting in and out along the shore. The Indians proved of little assistance, and there were very few around, and they did not want to handle the bodies when they did find them."

Capt. Smith says that the last body they buried on the beach showed conclusively that it was useless attempting to recover any more. The remains were so far gone that they could not be lifted until they were placed in a sheet and the latter sewn up. Capt. Smith did not wish to give his opinion about what might have been done in lowering a boat from any of the steamers in the attempt to save the lives of those on the Valencia before the huge waves swept into eternity, but he does not wonder that there is a diversity of opinion about how close the rescue steamers were to the wreck. To those on the wreck and to those on the steamers cruising around outside the distance he thought would appear altogether different.

Among the latest identifications reported at the undertaking establishment in the city, are those of the bodies of Chas. P. Welsh, twenty man, aged 18, which will be shipped to San Francisco on the steamer Queen this evening, and the remains of Mildred Cole, a first class passenger. The first body was shipped to Seattle on Monday which was supposed to be that of Peter Glude, of Brownsville. When Messrs. Watson & Butterworth, Seattle, undertakers, discovered their error they wired to Victoria for the right body, but the request was denied as Collector John C. Newbury had instructions that the body was to be buried in Victoria.

Another body was also taken from the parlors of W. J. Hanna when it should have been left. It had been given up by the young man in the parlors, however, upon certain representations being made to him.

Referring to the wreck, a dispatch from Washington says: By direction of President Roosevelt a searching investigation will be made by a special commission into the disaster of the steamship Valencia, which occurred recently off the coast of Vancouver Island. This investigation will be independent of that now being conducted by inspectors of the steamship inspection service. The commission will consist of Assistant Secretary Lawrence C. Murray, of the department of commerce, and Robert C. Knox, Smith's assistant deputy commissioner of corporations, both of whom were members of the "General Slocum" board, and Capt. Wm. T. Burwell, commandant of the navy, and at Bremerton, Washington. United States District Attorney Frye will assist the commission, thus enabling it to summon witnesses and to secure necessary testimony.

A searching investigation into the recent disaster of the steamship Valencia off the coast of Vancouver Island was demanded by the President, and by the State of Washington. The President and Representative Humphrey, of that state, had a talk to-day with President

Roosevelt and urged that the investigation be conducted by a commission such as inquired into the "General Slocum" disaster. It is certain that the inquiry now being conducted by the department of commerce and labor by inspectors of the steamship inspection service will not meet the demand.

(THE PUBLIC SCHOOLS.)

Attendance For the Past Month Reached the 2,800 Mark.

For the first time the attendance in the public schools reached last month the 2,800 mark. The classes in junior grades suffered a good deal from irregularity, so that the per cent. daily present barely escapes being below 90. Victoria West shows the best attendance, over 92 per cent.; while only three others, South Park, North Ward and Boys' Central reached 90 per cent. There were only three divisions in the honor list for regularity—50 per cent. or more: Boys' Central, division 1,

# ATTEMPT TO BLOCK A FULL INQUIRY

## Conservative Members of Select Committee of Legislature Deny Leader of Opposition Privilege to Call Witnesses.

The select committee of the legislature inquiring into the Kalen Island land grant resumed again this morning. The government, which welcomed the fullest investigation when the subject was first introduced, showed unmistakably this morning that they are prepared to burk the inquiry to the fullest extent possible. The Conservative members of the committee are lending themselves to every device to keep the evidence back. J. A. Macdonald, the leader of the opposition, on whose motion the inquiry is being held, is being detained from the opportunity of calling witnesses until it suits the wish of the government. He has asked that J. Anderson, who is acknowledged to have the most intimate knowledge of the transactions in the first stages should be called early in the proceedings. For some reason best known to the government Mr. Anderson is being kept back from giving his evidence, and the member who is in charge of the investigation is being forced to accede to the government's wishes in the matter of witnesses. The chairman, J. F. Garden, showed his partisanship this morning by refusing to put a vote until Mr. Ross, a Conservative member of the committee, arrived to vote, although the hour for opening was then long past and the sitting had been formally opened.

After E. V. Bodwell had been examined the Conservative members insisted upon Hon. R. F. Green being called in order to keep Mr. Anderson back and to conduct the inquiry according to the government way of thinking. J. A. Macdonald moved, seconded by C. Munro, that J. Anderson should be called to give evidence.

At that time W. R. Ross had not arrived, and Chairman Garden deferred putting the question until Mr. Ross arrived. Mr. Ross then moved that Mr. Bodwell be called. The vote being taken Mr. Ross and Dr. Young voted for the calling of Mr. Bodwell, and the chairman gave the casting vote in the same way. Mr. Macdonald before the motion was put took occasion to say that he thought that his wishes should be followed in this matter. He had launched the proceedings and should, therefore, he thought, have the right to call the witnesses in the order he proposed. The chairman said that was a matter for the committee to decide.

Mr. Macdonald said that it was certainly a matter for the committee to decide, but the committee would also consider whether it was not to be put in a false light in taking this action.

Mr. Ross said that he would take this responsibility. Mr. Bodwell was going to the city the following evening, and it would be wise to call him first. "Is that the main reason," asked Mr. Macdonald.

Mr. Ross said that Mr. Bodwell, he understood, had the most intimate knowledge of the transaction, and should first be called.

The chairman suggested that Mr. Bodwell should make a statement. Mr. Macdonald said that Mr. Ross seemed to be running this. "Yes," replied Mr. Bodwell, "I did so."

Mr. Macdonald asked for the details of these letters. Mr. Bodwell did not think that he should be asked to reveal these. He reported what was necessary to Mr. Ross. "Do you object to produce copies of the letters written to Mr. Ross?" asked Mr. Macdonald. Mr. Bodwell said he certainly would not object to produce them if he had any. If Mr. Macdonald would form late any suggestion based on these letters he would answer it.

Mr. Bodwell said he did not think that he should produce these letters if he reported progress in the matter, but he did not know that he had copies of these letters. Mr. Macdonald wanted to know how a suggestion could be made on correspondence which was not produced. "Was any other person associated with Mr. Ross in this business with you?" asked Mr. Macdonald. Mr. Bodwell objected to this. He said that he acted for Mr. Ross. Mr. Anderson may have regarded himself as associated with Mr. Ross. Mr. Bodwell did not know Mr. Anderson in the transaction?" asked Mr. Macdonald.

"No," replied Mr. Bodwell, "I understood Mr. Anderson as employed by Mr. Ross."

Mr. Macdonald called attention to the fact that in the letter written to the chief commissioner Mr. Bodwell spoke of "clients."

Mr. Bodwell said that Mr. Larsen was the only one he acted for. "You had discussed this matter with Jas. Anderson before you saw Mr. Larsen?" asked Mr. Macdonald. Mr. Bodwell denied this. Mr. Bodwell knew that Mr. Anderson went to Kalen Island. Mr. Anderson did not report to witness.

"You were looking to the interest of the province in this matter?" asked Mr. Macdonald. Mr. Bodwell said that he was not.

was doing, and the work was done with the knowledge of the Grand Trunk Pacific engineers. Mr. Green and Mr. McBride knew this. The government wanted something to show that the consent of the company should be on record, and the land should be conveyed to the company. The company was not fully organized at the time, and that was one of the reasons why it was proposed to put on file to show that witness was acting for the company. A message was received from Mr. Hays to that effect accordingly, and then the crown grants were prepared.

Some difficulties arose. Parties staked under South African scrip claimed the right to the land, although they would not have been able to enforce it under the Land Act. Some legal proceedings took place, and the issue of the crown grants was delayed. In March, 1905, Mr. Bodwell filed a letter with the chief commissioner that the land should be conveyed directly to the Grand Trunk Pacific. This was done, with the concurrence of Mr. Morse, who was here at the time.

The crown grants, Mr. Bodwell said, contained terms advantageous to the province, among these being that every fourth 1,000 feet of waterfront being passed into the hands of the government.

The land passed to the Grand Trunk Pacific on the payment of the \$10,000, together with the cost of the survey, and witness believed that Mr. Larsen charged less than the actual costs of survey. The actual cost to which the parties had been put were met by the railway company. No interest was reserved by any one in the land.

Mr. Ross was out of pocket on the transaction, but Mr. Larsen was willing to do it on account of the friendly relations which might be established with the company. Mr. Bodwell said he personally was not interested in the transaction. He was the solicitor for Mr. Larsen in all his business in British Columbia, and as a matter of fact he did not render a bill for this. He was glad to do it because it brought him into connection with the Grand Trunk Pacific.

Mr. Bodwell said that in January, 1904, he had in view that a company might be formed to handle all the townships of the company independent of the railway company. This had not been done.

In reply to Mr. Macdonald, witness said he did not keep any memoranda in his books with respect to this. Mr. Bodwell came to British Columbia some little while before January, 1904. It would be between two months and three months before it. Witness did not know that Mr. Larsen came to Victoria on this particular business.

Mr. Bodwell said he did not propose the scheme to Mr. Larsen. The way the business opened was by Mr. Larsen asking "Where is the Grand Trunk Pacific terminus to be?" Mr. Bodwell replied, "At Kalen Island, I suppose."

Mr. Bodwell said that after this he likely made trips to Seattle to meet Mr. Larsen on this business. He never went to Seattle with the chief commissioner, and never knew of the chief commissioner going to Seattle on the business. Mr. Larsen wrote few letters, and he could not recall any letters which he had written in connection with this business. The business might be mentioned. "Did you write to Mr. Larsen on this business?" asked Mr. Macdonald. "Yes," replied Mr. Bodwell, "I did so."

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"No," replied Mr. Bodwell, "I understood Mr. Anderson as employed by Mr. Ross."

Mr. Bodwell denied that he expected to make a future profit out of the Grand Trunk Pacific. Mr. Macdonald wanted to know if it would be fair to say that the transaction was undertaken with no object in view of making a future profit out of the Grand Trunk Pacific for himself as a client. Mr. Bodwell did not think that that would be a fair way to put it. The discussions with the chief commissioner relative to this before the order in council was made on January 19th, took place at the club and in the chief commissioner's office. Possibly within two weeks of this writing of the letter the government had accepted of these terms.

Hon. Chas. Wilson insisted upon the province getting a share of the fore-shore. It was on his suggestion that a quarter of the foreshore was given to the government. Mr. Bodwell said that he would have liked to have got the whole foreshore. Mr. Macdonald wanted to know if it was suggested that the whole foreshore should go to the province. Mr. Bodwell said he would not have got the whole foreshore. Mr. Macdonald wanted to know what interest Mr. Stevens had in this. Mr. Bodwell said that he was working in conjunction with Mr. Stevens. The first time he saw Mr. Stevens was in Ottawa. Before that time Mr. Stevens had communicated with Mr. Stevens and the latter knew much of what was going on.

Mr. Bodwell told Mr. Stevens at that time in Ottawa that things were being carried along as fast as possible. Witness told Mr. Stevens that the order in council was prepared. Mr. Stevens was anxious to have the townsite secured so that no one else should get it. "Mr. Stevens was afraid some one other than Mr. Larsen would get it," asked Mr. Macdonald. Mr. Bodwell said Mr. Stevens seemed to be anxious that Mr. Larsen should get it.

On the point of forming a townsite company, Mr. Bodwell said that it was never discussed what place Mr. Larsen would have in the company. Mr. Bodwell said that Mr. Morse had told him, and from what he knew of the situation and from reliable sources, he knew that Mr. Larsen got nothing out of the transaction. Mr. Bodwell said that when Mr. Morse was here last winter he had conferences between Mr. Morse and Mr. Larsen, when it was agreed that the lands were to be turned over to the Grand Trunk Pacific at the cost of the surveys. The Grand Trunk Pacific had paid the \$10,000 previously.

Mr. Bodwell said that when the order in council of May, 1904, was passed, Mr. Bodwell was present. Mr. Bodwell said that he was present at the time the order in council was passed. Mr. Bodwell said that he was present at the time the order in council was passed. Mr. Bodwell said that he was present at the time the order in council was passed.

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# TWO OF CREW ON WITNESS STAND

## CONNORS AND SHIELDS GIVE THEIR EVIDENCE

### Former Told of Leaving the Ship on Raft and of Trip to Turret Island.

(From Wednesday's Daily.)

Two witnesses, Frank Connors, a waiter on board the Valencia, and Thomas Shields, one of the seamen, gave evidence at yesterday afternoon's session of the commission appointed by the Dominion government to inquire into the wreck of the San Francisco liner.

Frank Connors stated that he knew nothing of the navigation of the ship from the time she left San Francisco. He was a waiter.

Asked to give his story of the wreck, witness told of the ship striking at about 12 o'clock. After the first shock he went among the passengers and assisted them to put on the preservers. Hearing the order, "All hands on deck," he went to his boat, No. 4, but found that it had already been lowered. While there he heard someone below shout out, "throw over a line." This a man standing near did, but the person in the water shouted again that he couldn't hold on because "he was numb." Hearing this he reached over and managed to grasp the man and hoist him upon deck.

Witness then went below and, with the assistance of others, took all kinds of eatables, including cold roasts, preserves and a number of loaves of bread, from the pantry, and distributed them among the lady passengers in the form of sandwiches, while the gentlemen were invited to "step up and help themselves."

Next morning hard tack, condensed milk and water were dispensed by the steward among those aboard.

He then told of the lines shot ashore, only one of which landed safely. A Greek attempted to swim ashore but failed. Another effort was made by one of the assistant engineers, but that also proved futile. Finally the line broke, the drift went on, and the ship washing against it and causing such friction that it soon parted.

That night the captain asked him to make some provision for the passengers. He pointed out that it would be cold and windy upon the upper deck, and that the women and children would need some shelter. But the latter refused to go below.

Witness told of sighting smoke early next morning, and finally of the approach of the steamers Queen, Salvator and Cear, and the cheer that was set up by the passengers at the sight and their subsequent disappointment when it was realized that nothing could be done to aid them.

The rafts were then launched, and he formed one of the party which went on the first raft. He recounted his experiences in drifting past Cape Beale and upon Turret Island. Reaching there he said that he climbed in a tree on Wednesday night, thinking it better to do that than to remain upon the damp ground. While asleep he fell, and then creeping on his hands and knees in the dark reached the shore, and some time next day was discovered by the Salvator's boat and treated with every hospitality.

Answering Capt. Gaudin, witness said that when he first came on deck all the boats had been launched. There was no panic that he knew of, although he could hear all manner of exclamations coming from the water, such as "God Help Me," or "Oh, God, I'm drowning." Outside of this he didn't remember of any particular confusion. He couldn't say how many had taken up their positions in the rigging, but there were quite a number. The raft upon which he took passage had some difficulty in Getting Away from the ship, being dashed against her side on several occasions. He didn't know how the raft got away. It must have been carried by the current. Ten men started on the raft, four survived, three were found dead on the raft, and three disappeared during the trip. He didn't believe that any boat built would have been able to live anywhere near the wreck in the sea that was prevailing on Wednesday.

To C. H. Lugin witness said that it would be impossible for him to estimate how long elapsed between the time the vessel struck and the boats were launched. Since joining the ship he had received no drill in connection with the small boats. There were notices posted all over the vessel outlining the stations of different members of the crew. No instructions were posted for the passengers. The lady passengers had been given an opportunity to take places on the rafts if they had so desired.

Answering to A. E. McPhillips witness said that he was an ordinary waiter on the steamer Valencia. He had a certain number of state-rooms to attend to, and had seen that the occupants were roused at the time of striking. All had been brought to the deck. When he went aboard the raft the sea was running heavily. The passengers had been invited to come, but declined, remarking that they might as well die there as by going aboard the raft. If the ladies had accepted the invitation they would probably have had to pass over a line from the ship. "Such a scheme was scarcely practical," commented the witness.

This the commissioners remarked was irrelevant. Mr. McPhillips wanted to ascertain on behalf of the provincial authorities whether any reasonable efforts were made to save life. Commissioner Gaudin didn't think the witness was in a position to answer such a query. Replying to the cross-examination, witness said that he had seen no person break into the bar, had not noticed any intoxication, nor assault upon any of the passen-

gers. The general health of the passengers, before he left the ship, was just as good as had been the case previously.

Answering Capt. Gaudin, he stated that he didn't suppose he could have existed much longer on Turret Island. He was "all in" when discovered.

To J. H. Lawson witness said that he had given some passengers cork and others tulle preservers.

In explanation, counsel addressing the commissioner, said he had asked the question because there was a rumor in circulation that the captain had ordered the use of cork belts alone. This report he believed was sufficient-ly checked by the reply of witness, one of those at the scene.

Thos. Shields, one of the seamen of the Valencia, told of striking the rocks somewhere near 12 o'clock. He res-ponded obeying orders to lower the boats to the saloon deck rail. About ten or twelve went in the boat, of which he was one of the crew. He saw women. The second mate was sup-posed to have been on the boat, but whether he was there, because it was pretty dark. After lowering the boat it unhooked itself and swung clear of the vessel.

Early next morning the captain asked whether the boatswain couldn't get together a volunteer crew to go ashore and obtain assistance.

He then told in detail of getting away, stating that on one occasion he was caught with the oars, having freed her and being told that she was perfectly comfortable the boat struck the surf and turned turtle. He had not seen Mrs. Campbell since.

Witness was washed ashore, and with a number of others spent the night near the bluff. Some oil was found in the boat which had been washed ashore. There were no rocks seen from the direction of the vessel.

Next morning they made their way up the face of the cliff and striking the telegraph trail thought they were in the neighborhood of habitation. They met Bunker and another, who had landed at another point, and the party went along the trail until reaching Telegraph Hut, where Mr. Bunker suc-ceeded in connecting with the wire.

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After a few minutes he had noticed the life boat being lowered. He de-manded by whose orders that this was being done, and was told that the captain had commanded it. Realizing that the situation was serious, his wife and he had obtained places on the boat, which was immediately launched very evenly.

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MANILA DRIPS  
**PURE GOLDEN SYRUP**  
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**PURE MAPLE SYRUP**  
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Per quart bottle, 35c.

**D. & C. ROSS & CO.**  
CASH GROCERS.  
111 GOVERNMENT STREET  
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Every shade and color for all kinds of sewing.

**Belding's Spool Silks**  
are some of the little things that save dressmakers and tailors a world of trouble. Twisted evenly—spooled carefully—free from knots, kinks and weak spots.

**Builders' Hardware**  
AND  
**General Hardware**  
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32 and 34 Yates Street, Victoria, B. C.  
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**Gyrus H. Bowes, Chemist**  
98 Government St., Near Yates  
MINERAL ACT.  
(FORM F)  
CERTIFICATE OF IMPROVEMENTS.  
NOTICE.  
Edison Mineral Claim, situate in the Quatsino Mining Division of Rupert District.  
Where located: West side of Southeast Arm of Quatsino Sound.  
Take notice that J. D. Murphy, Free Miner's Certificate No. 198860, and B. J. Murphy, Free Miner's Certificate No. 198861, intend, sixty days from date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.  
And further take notice that action, under section 27, must be commenced before the issuance of such Certificate of Improvements.  
Dated this 8th day of January, A. D., 1906.

Notice is hereby given that, sixty days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land, situated in Kitsumkaum Valley, on the north side of Skeena River and east of Kitsumkaum River, and beginning at post marked A. H. Price, thence running 40 chains north, thence running 40 chains east, thence running 40 chains south, thence running 40 chains west to the point of commencement, containing 160 acres, more or less.  
ROBERT DONALDSON, Aberdeen, B. C.

The quantity of sand removed from the bar and shoals of the Mersey channels by the sand-pump dredgers during last year was over 2,000,000 tons. Since dredging was commenced in 1890, over 8,000,000 tons have been removed from the bar and channels.

\$1.00 PER CAN

VOL. 35.  
**THE CASE FOR SUGAR**  
PRESENTED TO THE TARIFF COMMISSION.  
Representative Claims  
Enjoy Monopoly—A Moment in Restraint

Ottawa, Feb. 9.—R. O. Montreal, representing Company, sugar importers, appeared before the tariff commission yesterday and set forth importers.  
Mr. Anderson held the consumer's view, he said, enjoyed monopoly. He gave evidence that a greater revenue would be obtained by increasing the price to 75 per cent. on refined sugar, and adding the dumping duty. There was a 75 per cent. on refined sugar, and a 50 per cent. on ported in 1905. This came in, but the tariff. The refiners also took preference, which was a West Indies. The pecuniary paid toll on sugar, \$200,000. The duty on raw sugar was 25 cents per cwt. He had no doubt that the men between the refiners and the grocer's guild in raw sugar. He also asked an increase of one hundred per cent. on refined sugar, the standard of color point and placing on the raw cane sugar, no three-quarters of a cent.

THE NEW YORK REPORT OF SPECIAL COMMISSIONERS BY TRUSTEES—HAMILTON CALL CRITICISM  
New York, Feb. 8.—The committee appointed by the New York Life Insurance Company to investigate the affairs of the Hamilton and McCullough company, the directors, and the relation of the company, and the manner in which the company was conducted, has issued its report. The committee adds that application has been made to Hamilton for information as to whether Geo. W. Perkins had any interest in the company, and that it was physically unable to return to disclosure of his payment of success and transactions. The committee also holds Hamilton responsible for the advance to Hamilton to pay the York Life Insurance Company of the profits in part of the profits in part of the United States Steel Corporation.  
The committee holds that payment of these notes by Hamilton was unwarranted. It is by Perkins to say, the report acted in the matter in faith, that he derived no transaction and that if any is a technical one. The committee recommends the law department of the company appropriate legal carry into effect the findings of this report.  
The report is signed by Norman D. Beam, Hiram Augustus G. Paine, Clarence A. and was unanimously adopted.

THE CANADIAN PRESS  
Capital of Company Will to \$150,000,000.  
Montreal, Feb. 8.—S. Shaughnessy made the report to the press: "The